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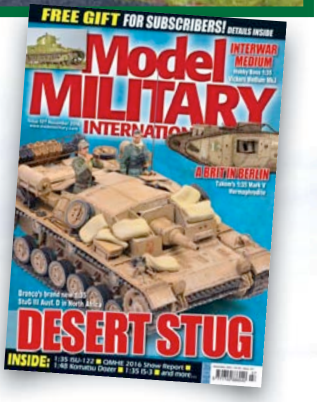
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DRAGON'S DEBUT 1:35 STUG III AUSF. E AND FLAK HETZER DUE SOON

The Sturmgeschütz III (StuG.III) has the distinction of being Germany's most widely produced AFV of WWII, with 10,619 eventually manufactured. Based on the chassis of the Panzer III, it was cheaper and faster to build since it did not have a rotating turret. The Ausf.E, still equipped with the same short-barreled 75mm StuK37 L/24 gun as preceding marks, was produced from September 1941 through to March 1942. Some 272 rolled off Germany's factory floors in that period. This variant's major improvement over its predecessor was a new armoured pannier on the right side of the superstructure to accommodate radio equipment. Increased space inside allowed an extra six 75mm rounds to be carried. An MG34 was stowed internally too, and smaller hinges for the inspection hatches were another distinguishing feature of the Ausf.E.

Dragon has already launched a number of new-generation 1:35 scale kits of the StuG.III family, but to date these have been later production types like the Ausf.G. Dragon is now addressing this gap by offering a new kit of the Ausf. E, which is designed by Japanese designers and the Dragon team.

This 1:35 scale rendition of the tank destroyer boasts many new plastic parts. These include the superstructure roof, headlights and covers, StuK37 short-barrelled gun, fighting-compartment floor, frontal armour and cleaning rods in their associated rack.

The Jagdpanzer 38(t) mit 2cm FlaK 38 is an exotic beast that has never before been available in plastic. Now Dragon has made it convenient for modellers to produce their very own Hetzer-based antiaircraft vehicle.

As WWII wore on, German engineers attempted all sorts of conversions of existing armored vehicles to help shore up the war effort. The Czech-built Jagdpanzer 38(t) was one chassis commonly used, and an antiaircraft vehicle was one version that was planned. As the name Jagdpanzer 38(t) mit 2cm FlaK 38 signifies, it mounted a 20mm cannon.

Dargon's forthcoming 1:35 scale Bergepanzer 38(t) Hetzer mit 2cm Flak 38 kit will incorporate brand new elements such as an upper hull accurately built to contemporary standards. Also new are the engine deck and road wheels. As an open-topped vehicle, interior detail is visible in the fighting compartment, with a new firewall and mount for the FlaK 38.

Photo-etched parts are included for refining details. The option to build a vehicle converted from either a normal Hetzer or a Bergepanzer 38(t) is included.

We will have more information about these two closer to release.

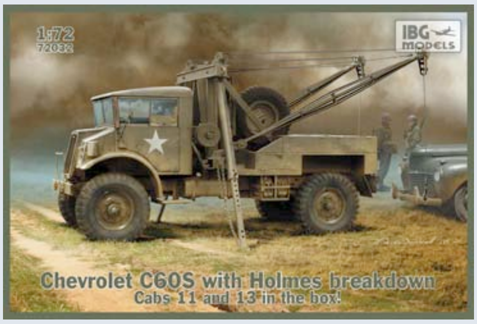
Thanks to The Hobby Company Limited for the information and images ***www.hobbyco.net***

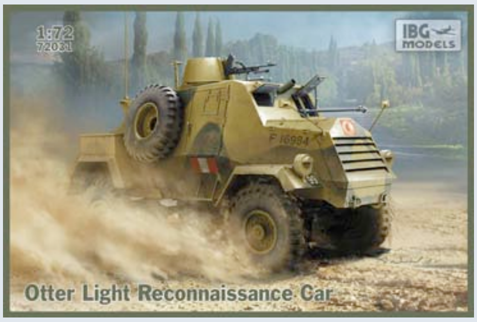
NEXT FROM MINIMAN FACTORY

MiniMan Factory has announced the following new releases:

- M911 8x6 Heavy equipment tractor ***www.minimanfactory.com/en/m911-8x6-heavy-equipment-tractor-i41/***
- M747 60-ton Low-bed trailer ***www.minimanfactory.com/en/m747-60-ton-lowbed-trailer-i42/***

Both models are in 1:35 scale and are available online from MiniMan Factory's website ***www.minimanfactory.com/en/***


1:72
72030
IBG MODELS
Chevrolet C60S with Holmes breakdown
Cabs 11 and 13 in the box!



NEW IBG RELEASES IN 1:72 SCALE

The Canadian Military Pattern (CMP) truck was a class of military truck - of various forms - made in large numbers in Canada during world War II to British Army specifications for use in the armies of the British Commonwealth allies. Most CMP trucks were manufactured by the Chevrolet division of General Motors of Canada Ltd. and by Ford Motor Company of Canada. Just over 500,000 CMP trucks were manufactured in Canada, accounting for roughly two-thirds of the 815,729 military vehicles made in Canada during World War II. CMP truck production in Canada exceeded the total military truck production of Nazi Germany.

IBG is now offering a 1:72 scale Chevrolet C60S with Holmes breakdown. This will be Kit No. 72030.

IBG will also be releasing Kit No. 72031, an Otter Light Reconnaissance Car.

The Otter Light Reconnaissance Car was a light armored car produced by General Motors Canada during the Second World War for British and Commonwealth. The Otter was based on the Chevrolet C15 Canadian Military Pattern truck chassis and used many standard GM components. The armament consisted of a hull-mounted Boys anti-tank rifle and a Bren light machine gun in a small open-topped turret. Between 1942 and 1945, 1761 units were produced in Oshawa, Ontario. The Otter served with Canadian units in the Italian Campaign and Northwest European operations. It was also employed by the Polish, Czechoslovakian and South African units and the British RAF Regiment.

We will have more information about both these releases when they are available.

Thanks to IBG Models for the information and images ***www.ibgmodels.com***

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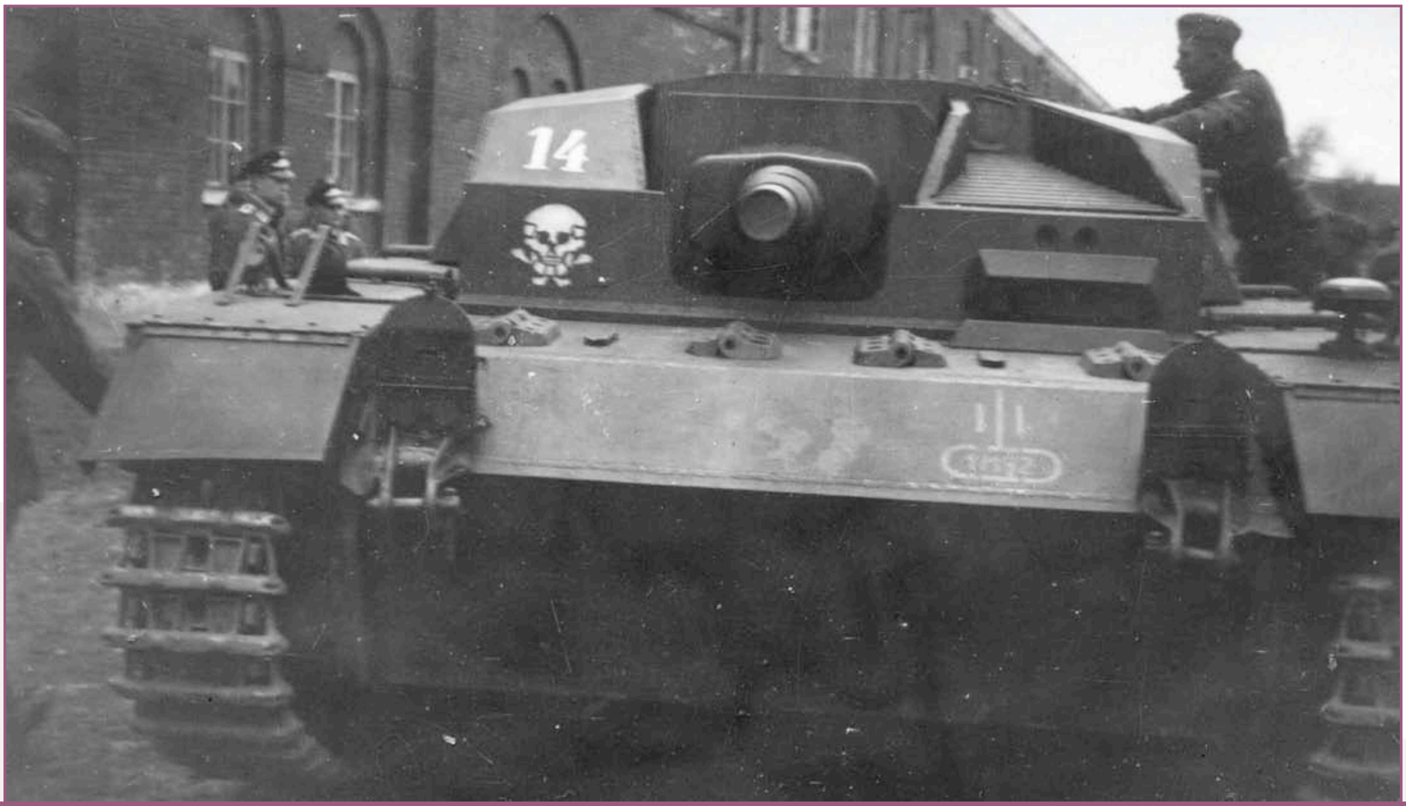


STURMGESCHUTZ III Part One – Short Gun Variants

The Editor discusses the origins of the Sturmartillerie, the short-gun Sturmgeschutz variants and the deployment of three tropicalized StuG III Ausf. Ds to North Africa.

The Sturmartillerie was the brainchild of German General von Manstein, whose idea it was to employ a mechanised artillery force to accompany and support infantry in the battlefield. Vehicles were to be deployed in small numbers; and employ "hit and run" tactics when eliminating enemy defensive positions and armour.

Sturmartillerie units were intended to support infantry attacks, act as mobile anti-tank artillery and perform the indirect fire role in rear positions. This was quite different from the German strategic view of the role for tanks. According to von Manstein, the Panzers were expected to fight as independent strike units against the flanks and rear areas of enemy forces; and as breakthrough units against the front lines. In summary, the Sturmartillerie supported the infantry, while the Panzers performed the role of the cavalry.

Designing a vehicle for such a diverse role was a challenging task. The vehicle needed the firepower to quickly deal with both tanks and heavily fortified defences, sufficient armour to survive contemporary anti-tank weapons, and the mobility to conduct individual surprise attacks.

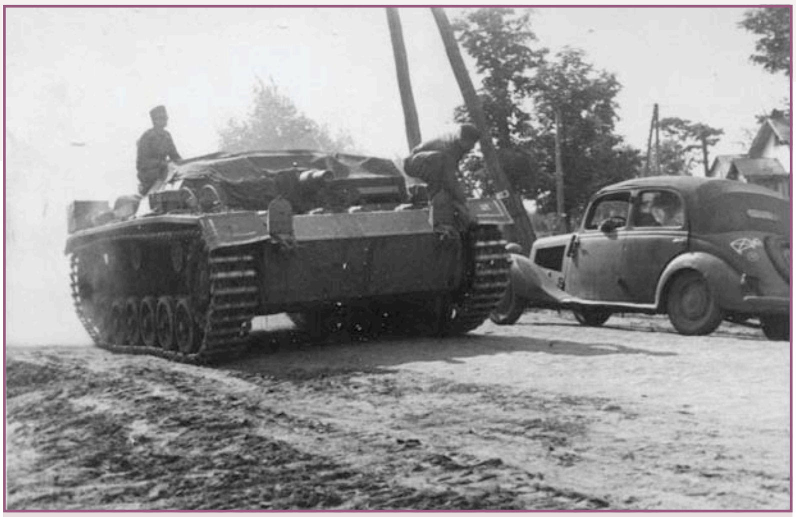
During the invasion of Poland in September 1939, the Panzer III was the most advanced tank that Germany could muster. It had entered front-line service a year earlier during the occupation of the Sudetenland. The Panzer III was equipped with a 37mm gun as main armament. Although the Panzer IV was more heavily armed, the design of the smaller and newer tank was in many ways more efficient than its larger cousin. By mounting the main armament in the lower hull of the Panzer III, the normal restrictions imposed by the size of the turret ring were eliminated. It was possible to build a very low profile vehicle with a much more powerful gun than the Panzer III, yet retain the benefits of its proven chassis. It was also simpler and less expensive to manufacture.

Thus the Sturmgeschutz III was born. It was fully enclosed and heavily armoured by the standards of the day. Armament consisted of the short barrelled 75mm L/24 gun.

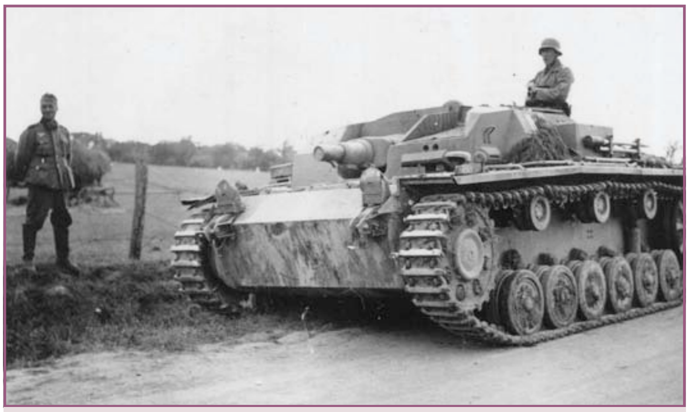
Five prototypes were produced in 1937. These were used for evaluation and training. The Sturmgeschutz III Ausf. A first saw action in France during 1940.

SHORT BARRELLED VARIANTS

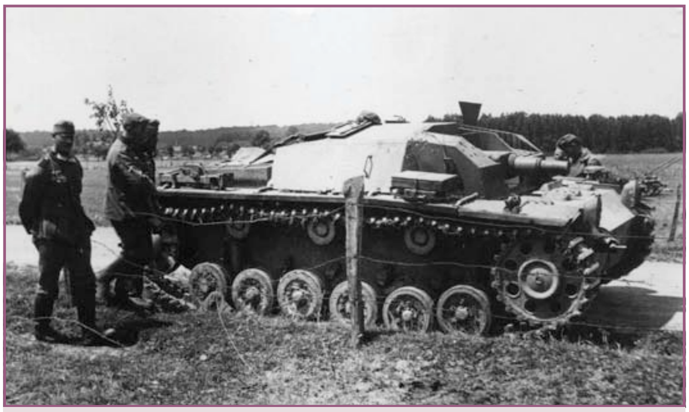
The short barrelled Sturmgeschutz III variants were produced from 1940 until early 1942 in relatively small numbers. ▶



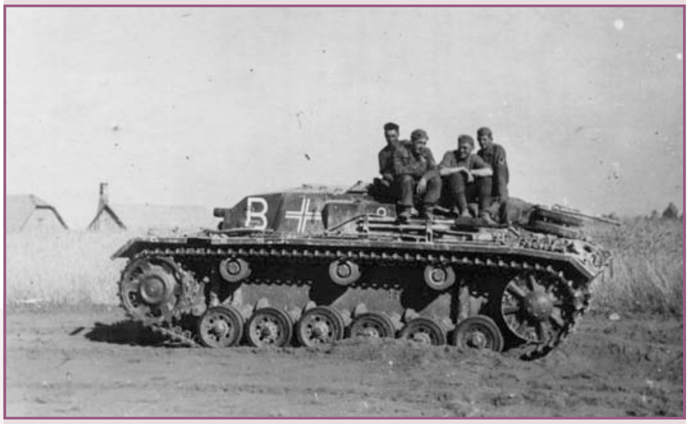
A Sturmgeschutz III Ausf. C or D with a fabric dust cover over the front of the superstructure. The rear of the mantlet was otherwise open to the elements.



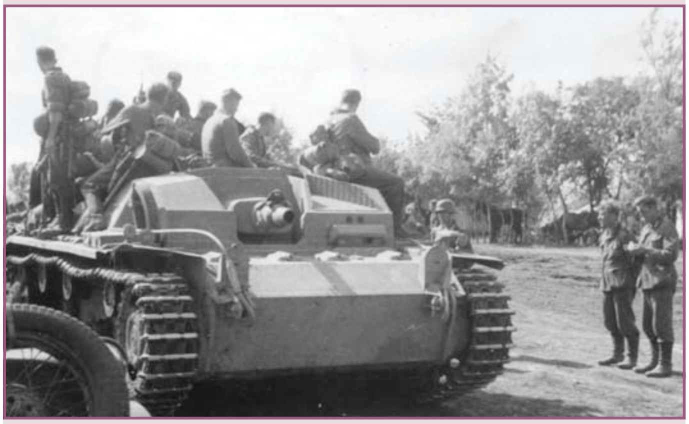
A StuG III Ausf. A. Note the circular lightening holes in the drive sprockets and the heavy application of dust and mud.



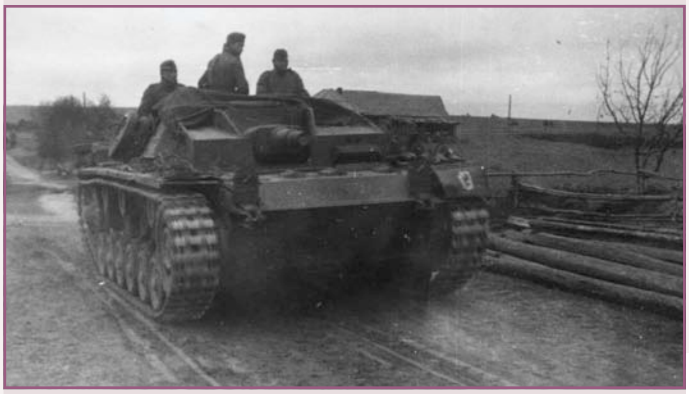
The same vehicle viewed from the other side.



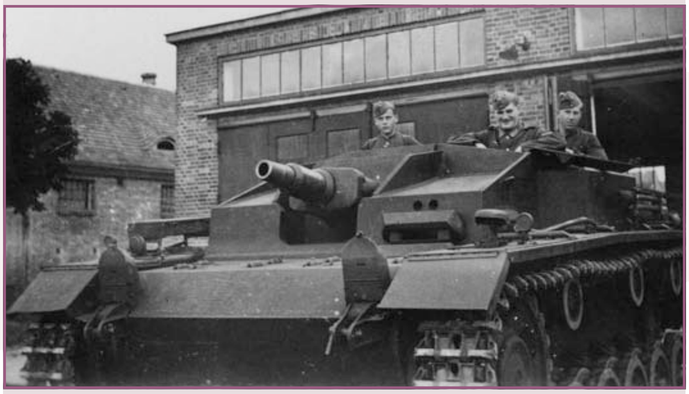
A StuG III Ausf. B in profile. Note the early style pressed idler wheel.



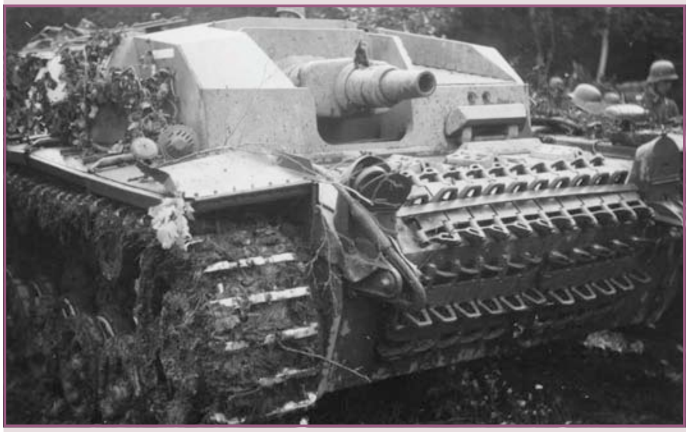
German troops catching a lift on a StuG III Ausf. B.



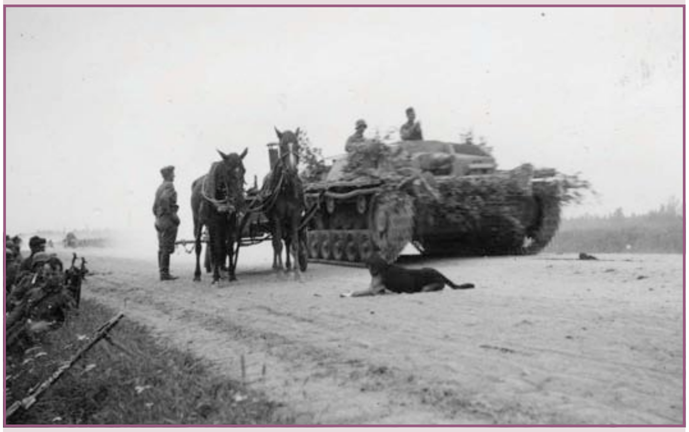
A StuG III on the Eastern Front with a damaged front fender.



A factory fresh StuG III in Panzer Grey.



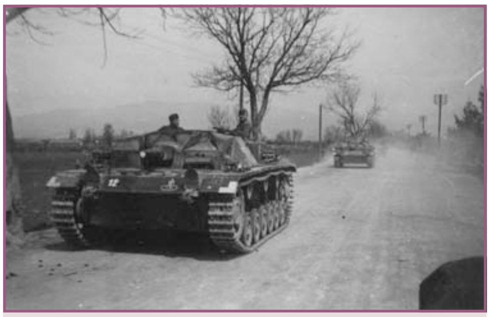
Extra protection was valued on the Eastern Front. This StuG has been fitted with extra track links, which act not only as spares but also as improvised frontal armour.



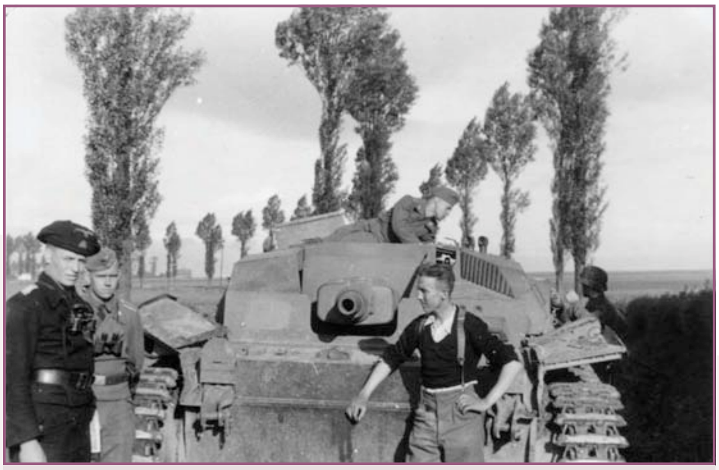
This StuG III is making use of foliage as camouflage.

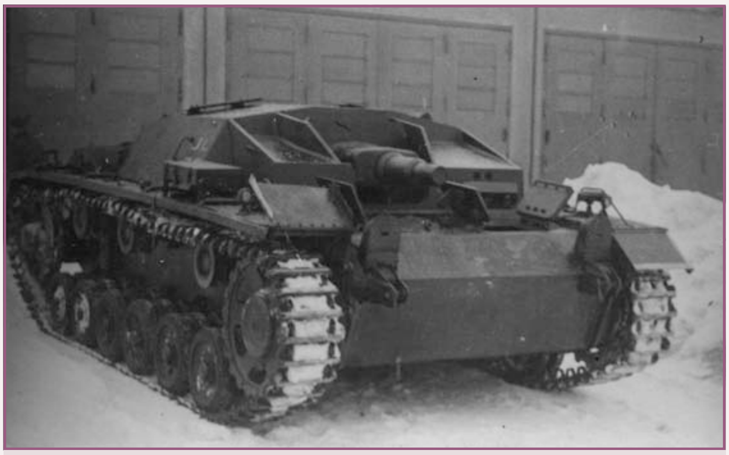
A dusty StuG III in warmer weather.

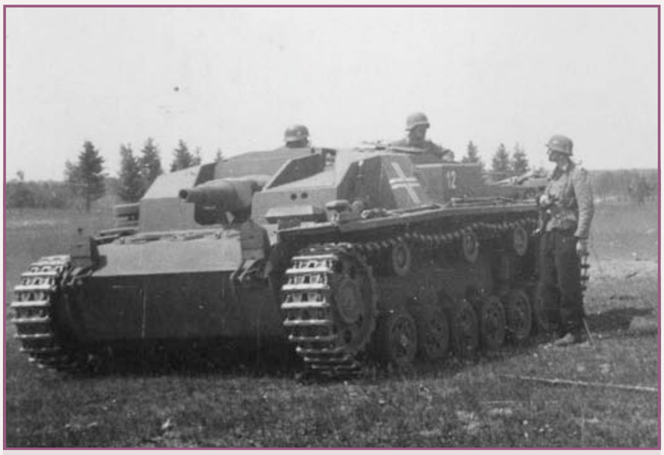
A StuG III Ausf. B at speed.


A column of StuG III Ausf. Bs. Note the pluf in the end of the gun barrel and the early-style markings.

Sturmartillerie troops in a casual pose.


A StuG III Ausf. A with damaged track guards. The crew member to the far left is wearing the early style crash helmet / beret.


StuG III in the snow with transmission covers open.


StuG III Ausf. A with early-style narrow cross markings.

StuG III Prototypes

Manufactured in 1937. Five were produced on the Panzer III Ausf. B chassis. By December 1937, two vehicles were in service with Panzer Regiment 1 in Erfurt. These vehicles had eight road wheels per side with 360-millimetre (14 in) wide tracks, 14.5 mm thick soft steel superstructure and the 7.5 cm StuK 37 L/24 gun. Although not suitable for combat, they were used for training purposes as late as 1941.

StuG III Ausf. A

Sd.Kfz. 142; January 1940-May 1940, 30 + 6 produced by Daimler-Benz. The Ausf. A was first used in the Battle of France. The StuG III Ausf. A used a modified 5./ZW chassis (Panzer III Ausf. F) with front armour strengthened to 50 mm. The last six vehicles were built on chassis diverted from Panzer III Ausf. G production.

StuG III Ausf. B

Sd.Kfz. 142; June 1940-May 1941, 300 produced by Alkett. This improved variant featured widened tracks (380 mm). Two rubber tyres on each road wheel were accordingly widened from 520 × 79 mm to 520 × 95 mm each. Both types of road wheels were interchangeable. The troublesome 10-speed transmission was changed to a 6-speed version. The forward most return rollers were re-positioned further forward, reducing the vertical movements of the tracks before they were fed to the forward drive sprocket, and so reduced the chance of tracks being thrown. In the middle of production of the Ausf. B model, the original drive sprocket with eight round holes was changed to a new cast drive sprocket with six pie slice-shaped slots. This new drive wheel could take either 380 mm tracks or 400 mm wide tracks. 380 mm tracks were not exclusive to new drive wheels. Vehicle number 90111 was fitted with the older drive wheel with wider 380 mm tracks.

StuG III Ausf. C

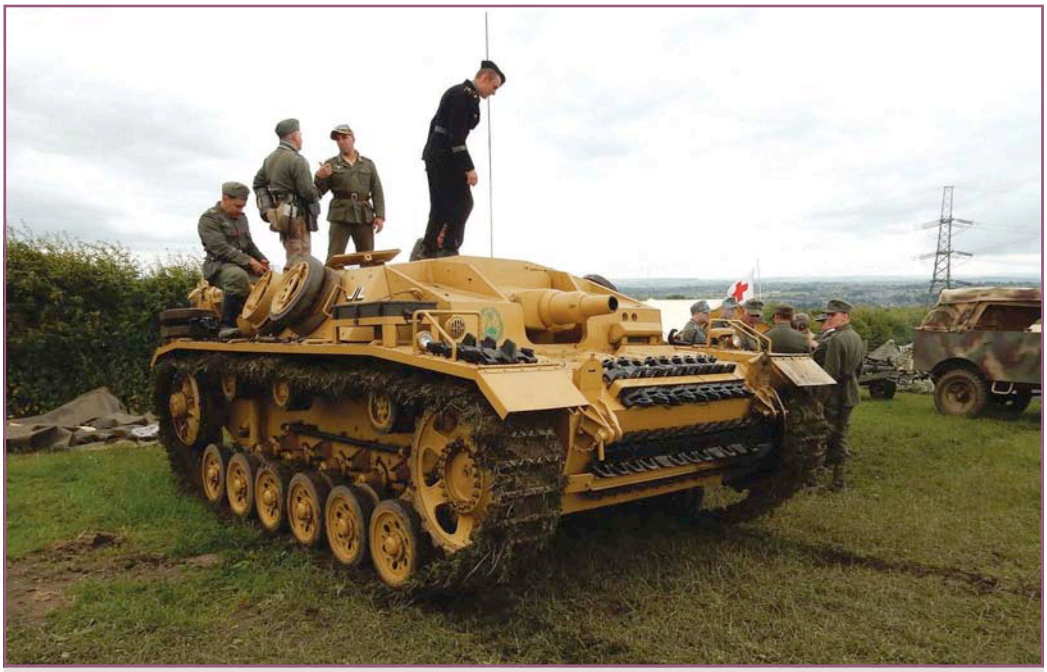
Sd.Kfz. 142; April 1941, 50 produced. The gunner's forward view port above driver's visor on earlier variants was a shot trap and was eliminated on the Ausf. C. Instead, the superstructure top was given an opening for gunner's periscope. Idler wheel was redesigned.

StuG III Ausf. D

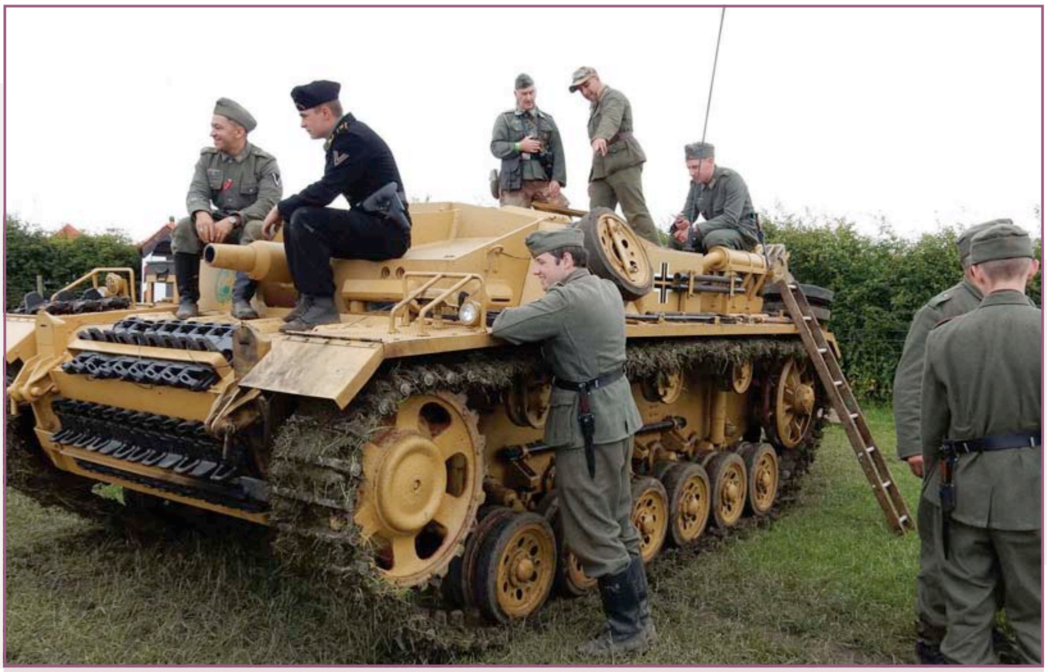
Sd.Kfz.142; May-September 1941, 150 produced. Simply a contract extension on Ausf. C. On-board intercom installed, otherwise identical to Ausf. C.

StuG III Ausf. E

Sd.Kfz. 142; September 1941-February 1942, 284 produced.



A beautifully restored StuG III Ausf. D photographed by Graham Tetley at the 2016 Yorkshire War Weekend.



This was the restored Stug's first public showing.

Superstructure sides added extended rectangular armoured boxes for radio equipment. Increased space allowed room for six additional rounds of ammunition for the main gun (giving a maximum of 50) plus a machine gun. One MG 34 and seven drum-type magazines were carried in the right rear side of the fighting compartment to protect the vehicle from enemy infantry. Vehicle commanders were officially provided with SF14Z stereoscopic scissor periscopes. Stereoscopic scissor type periscopes for artillery spotters may have been used by vehicle commanders from the start.

Sturmgeschutz III in North Africa

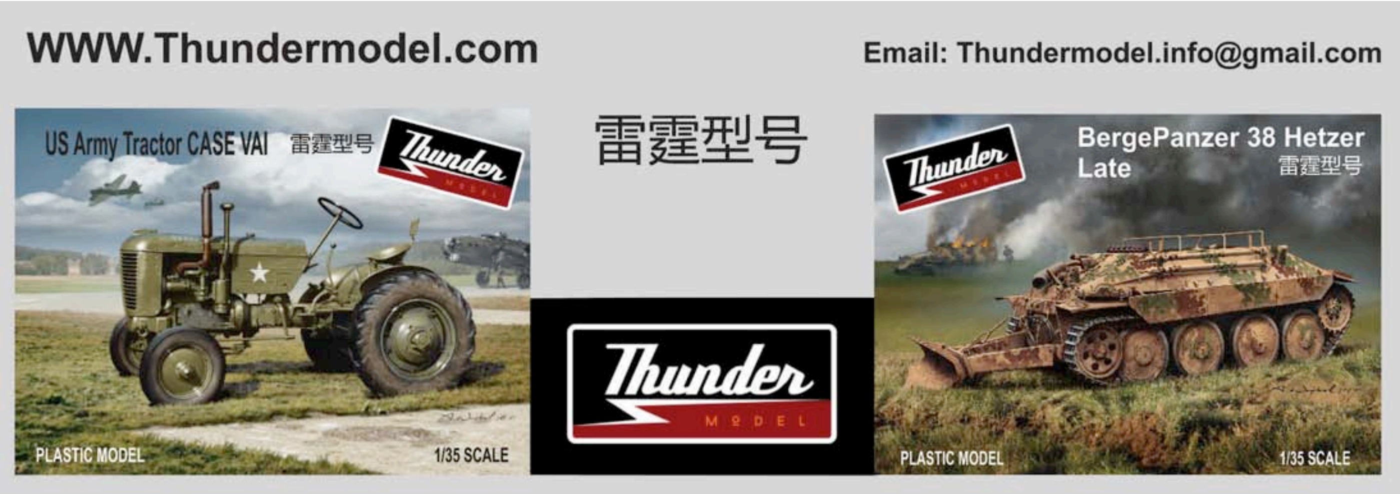
In 1941, a special unit was formed to prepare the way for the Afrika Korps' advance into Cairo, across the Middle East and its strike toward the Far East.

Established at Potsdam in July 1941, the unit was named Sonderverband 288.

Sonderverband 288 was made up from an eclectic band of elite specialists including alpine troops, translators, forgers, engravers, special operation troops, engineers, anti-tank troops and also three specially modified Sturmgeschutz III Ausf. Ds.

The StuG IIIs were tropicalized by cutting additional air intakes into the rear deck. These were protected by armoured covers. The vehicles also featured external air cleaners that were mounted above the standard hull side air intakes, spare torsion bars attached to the lower hull sides, additional spare road wheels and a hull-width jerry can rack mounted on the back of the vehicle.

Once Rommel's rapid advance to the Nile had stalled and it was clear that there would be no Blitzkrieg to the Far East, Sonderverband 288 was sent to North Africa without its language and counterfeiting specialists to



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offer support to Italian and Afrika Korps operations.

Sonderverband 288's StuG IIIs saw action against the French defending Bir Hacheim, and also took part in the Battles of El Alamein, where the remaining StuG IIIs were eventually abandoned to the Allied victors.

One of these StuG III Ausf. Ds has recently been restored to running condition in the UK.

Sonderverband 288 was reorganised in October 1941 and renamed Panzer-Grenadier-Regiment Afrika. ■

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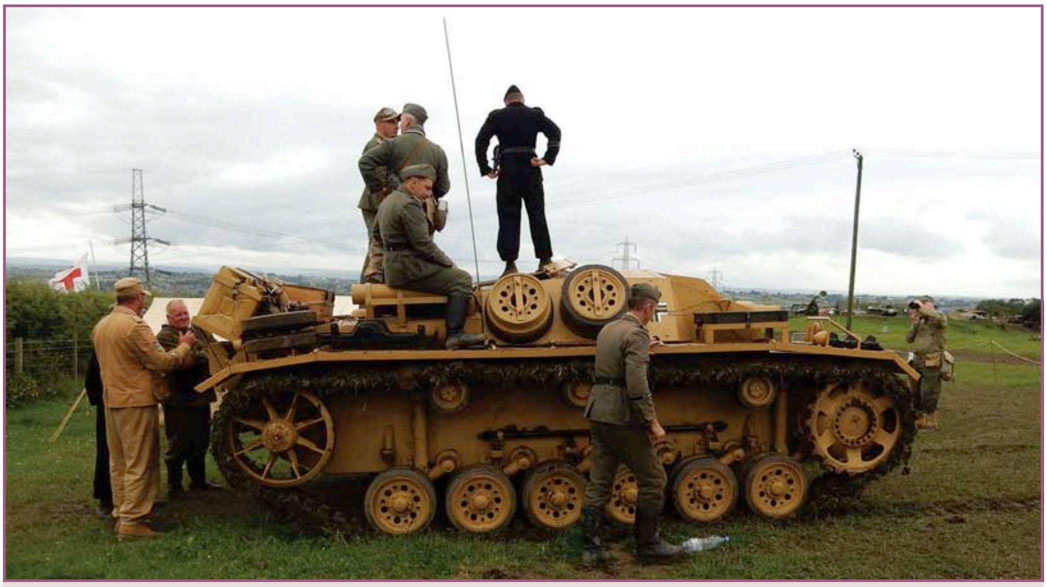
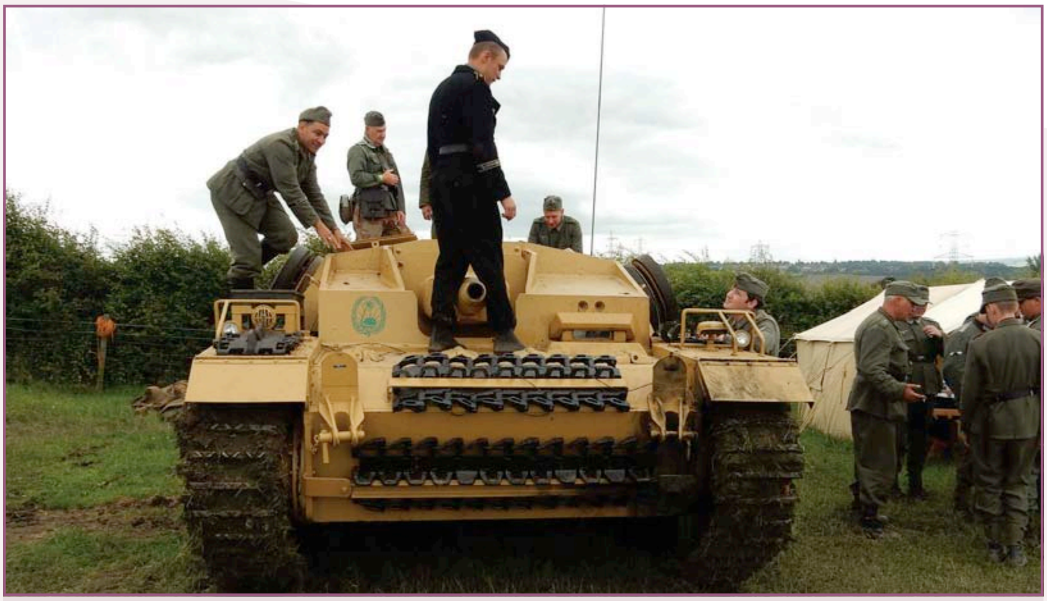
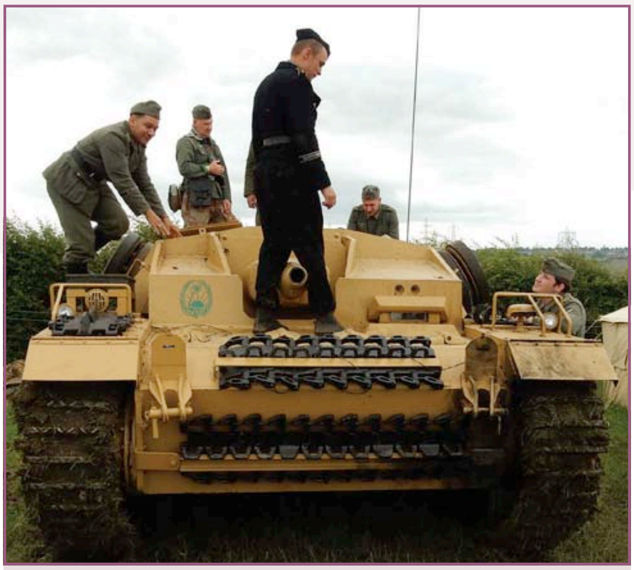


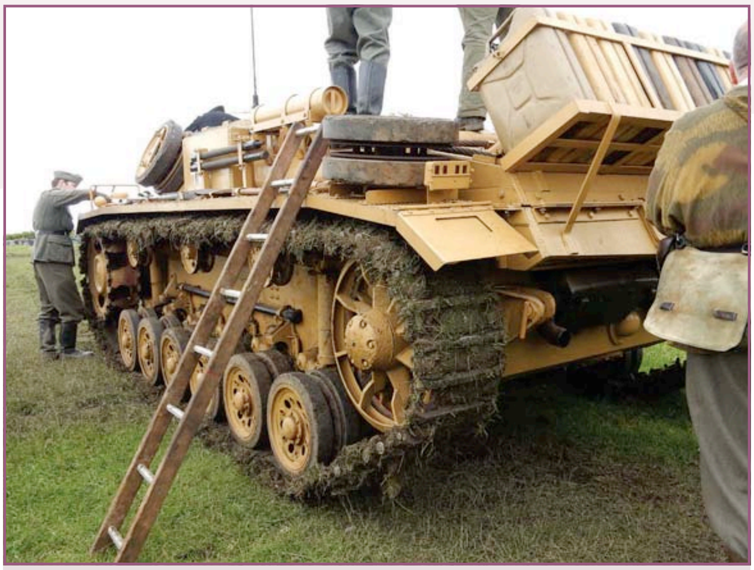
Tropicalized StuG III Ausf. D in profile.



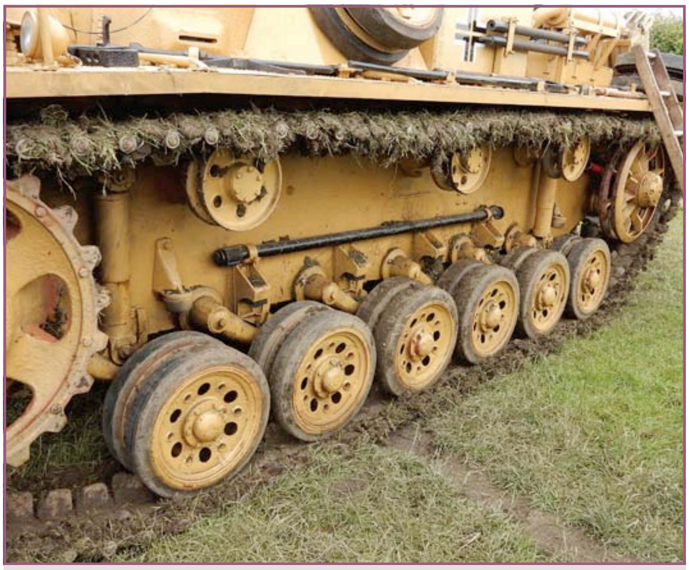
The tracks and the return rollers are from later in the war, but the restoration has been beautifully done.



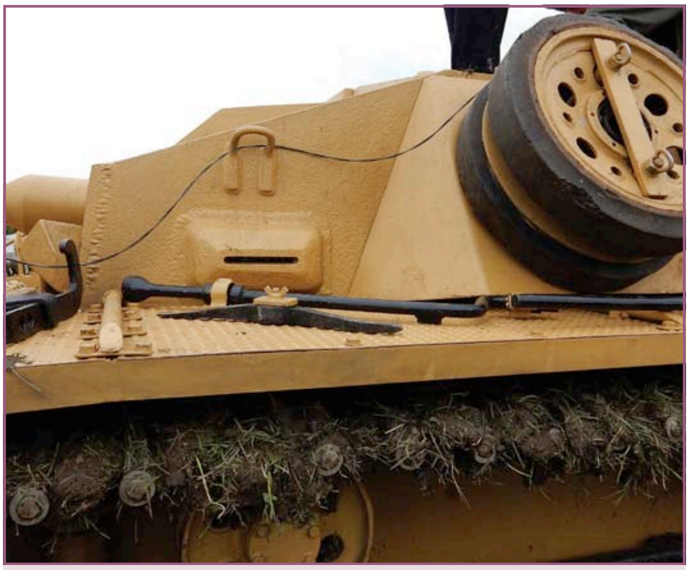
A closer view of the spare track links on the front of the hull.



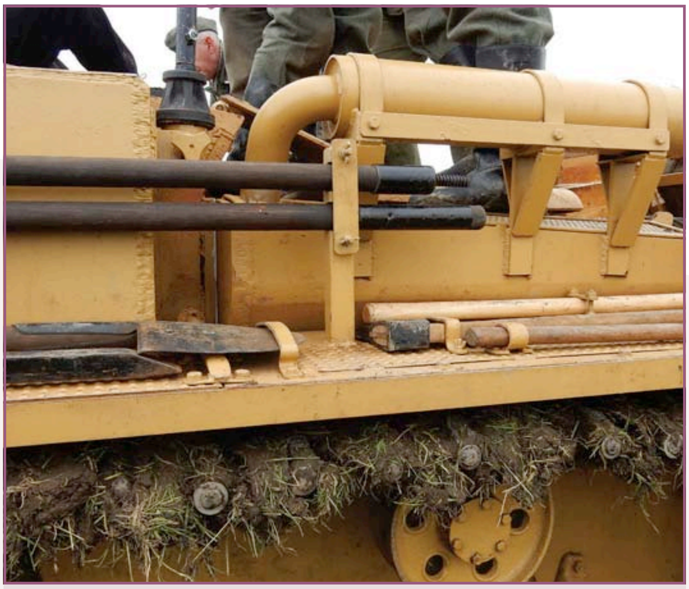
A good view of the jerry can rack mount.



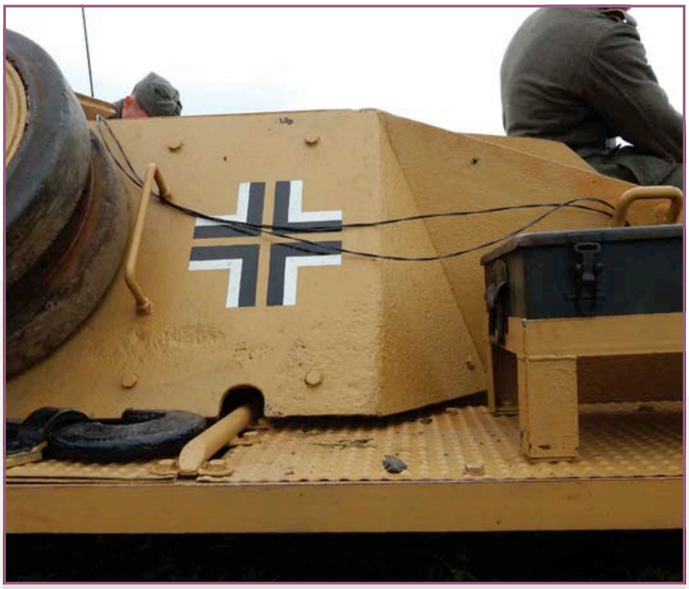
The tropicalized version had a spare torsion bar attached to each side of the lower hull.



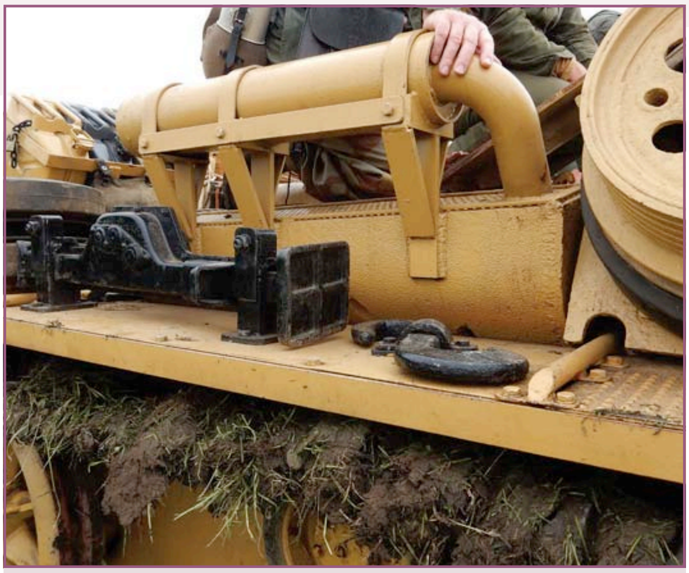
A detail view of the textures of the armoured steel and weld beads.



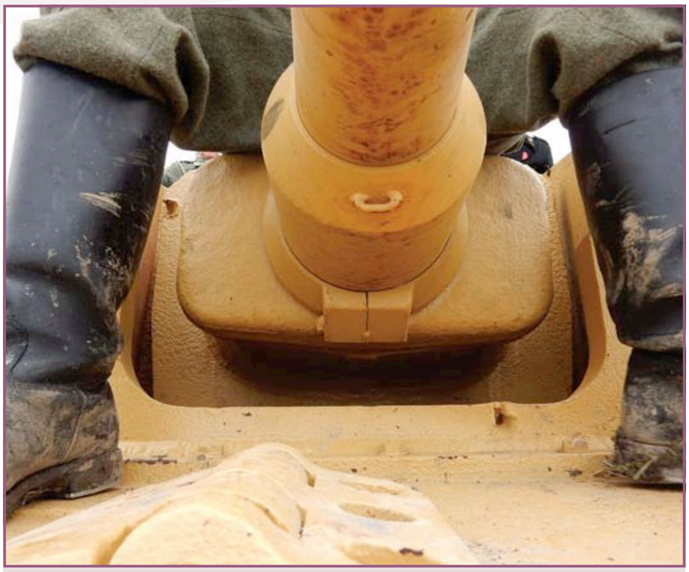
One of the elevated air filters.



These vehicles featured an unusual interpretation of the German cross.



Air filter and jack.



A close up view of the lower mantlet.

DRAGON
1/35 '39-'45 SERIES
JS-2 STALIN II

Dragon revists an oldie but still a pretty goodie. **Graham Tetley** takes a look.

EARLY STALIN

This kit was first released in 1993 and then again in 2008 as a Cyberhobby re-box. For that re-issue, Dragon addressed some flaws with the original kit, but not all as you shall find out, and gave us a set of figures too. What we have here is the Cyberhobby re-release minus the figures and the sprue that allowed you to depict different IS-1 & IS-2 variants.

The box contents therefore represent an IS-2 manufactured between March and June 1944 with a stepped glacis plate, narrow mantlet and the 122mm main gun.

On opening the box of a Dragon kit you are usually met with quite a bit of space but not so here. There are only six full sprues, along with the lower hull tub and a set of Magic Tracks. Including said tracks, there are just over 320 parts in the box of which only 2 are unused. Detail is generally good with just a little flash in places.

There are however several areas where this kit is showing its age and whilst it was great in 1993, it is now looking a little dated. Here are the main criticisms:

a) The road wheels are undersized which makes the vehicle sit a little low. Reading the research that is on some reviews of the 2008 re-release the diameter of the road wheels should be 15.71mm but the kit parts are 14.85mm. This equates to being about 5% under-sized.

b) The lower hull in the initial release was of an incorrect height but this was re-tooled for the re-release. We have that corrected one here but there are still some gaps at the back.

c) The rear vents on the engine deck have some annoying and difficult to fill knock-out pin marks on them.

d) The cast texture on the turret & hull front is a little overdone for my taste.

e) The barrel halves include the muzzle brake which has a fine cast texture on it, but this will be damaged when joining up and sanding the two parts.

CONSTRUCTION

This is pretty standard and starts off with the running gear. The suspension is positionable if you want to show the vehicle going over rough ground. There are gaps in the sponsons and at the rear of the hull that will need filling but, because the various engine grilles are molded solid, there is very little light bleeding through.

I mentioned that the kit contains a rough cast texture on the turret, muzzle brake and upper & lower hull parts. Due to the turret coming in two halves and the front hull needing some location points filling you will need to do re-texturing at some stage. The turret itself contains a nasty seam and step in the turret sides from where a slide-mold has been used. Cleaning this up will destroy some of the cast texture but I have always repaired this by stippling liquid glue over the plastic and the roughing it up with small, stiff-bristled, brush.

Yippee - Magic Tracks!

No etch is included in the box which means that the external fuel tanks straps, tool clamps and fender braces look thick and lifeless. There are some etched sets available if you wish to add that extra 'umphf' factor to your model and I would certainly recommend an after-market barrel & muzzle brake. That said, because there is nothing fiddly in the box this is a very simple build for a Dragon kit.

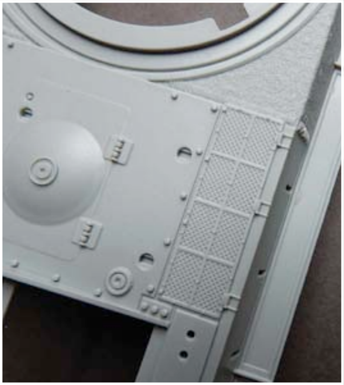
Regarding the Magic Tracks, the ones provided depict the split-link pattern fitted to most IS-1's and IS-2's prior to the late spring of 1944. They are actually quite nice with the only criticism being that you have to smooth down the knock-out pin marks on the flat inner surface.

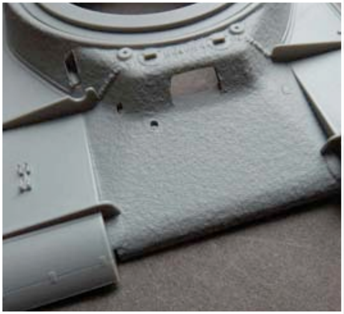
Markings are provided for two vehicles (Polish People's Army and Soviet Army, 1944) with the waterslide decals themselves being nicely done and in register. Because this is one of Dragon's older and simpler kits the instructions are also clear and clutter-free, plus we also get an added sheet with drawings and a brief description of the man IS1 & 2 development and variants.

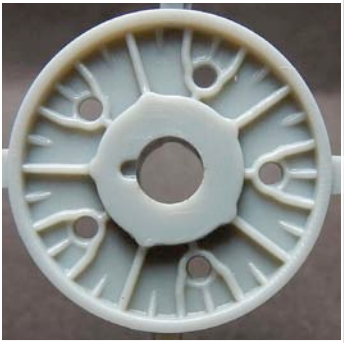
CONCLUSION

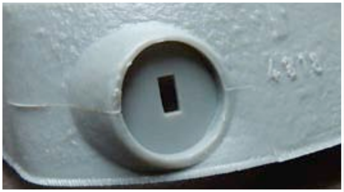
Out of the box this represents an IS-2 kit that is simple and easy to build although some prior construction skills will be needed. Some will welcome the lack of etch and it would make an ideal introduction to individual link tracks. It remains the best early IS-2 kit on the market and, for those reasons, I give it a recommended with a 6/10. ■

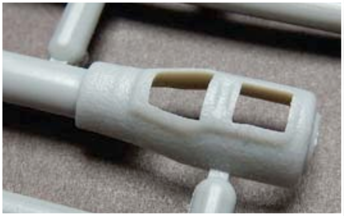
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net

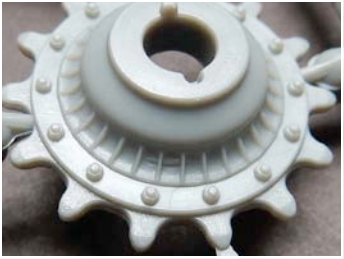

Molded on mesh detail.

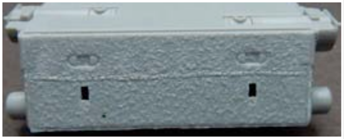

Texture on the hull front.


Close up of the (undersized) road wheel.


The mould seam will need cleaning.


Cast texture on the muzzle.


Rib detail on the drive sprockets.


Detail on the hull front.

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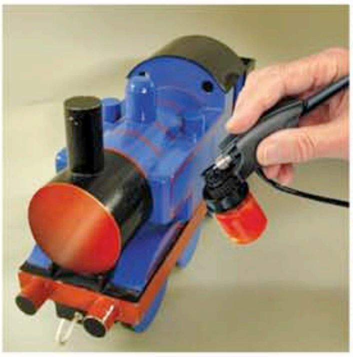

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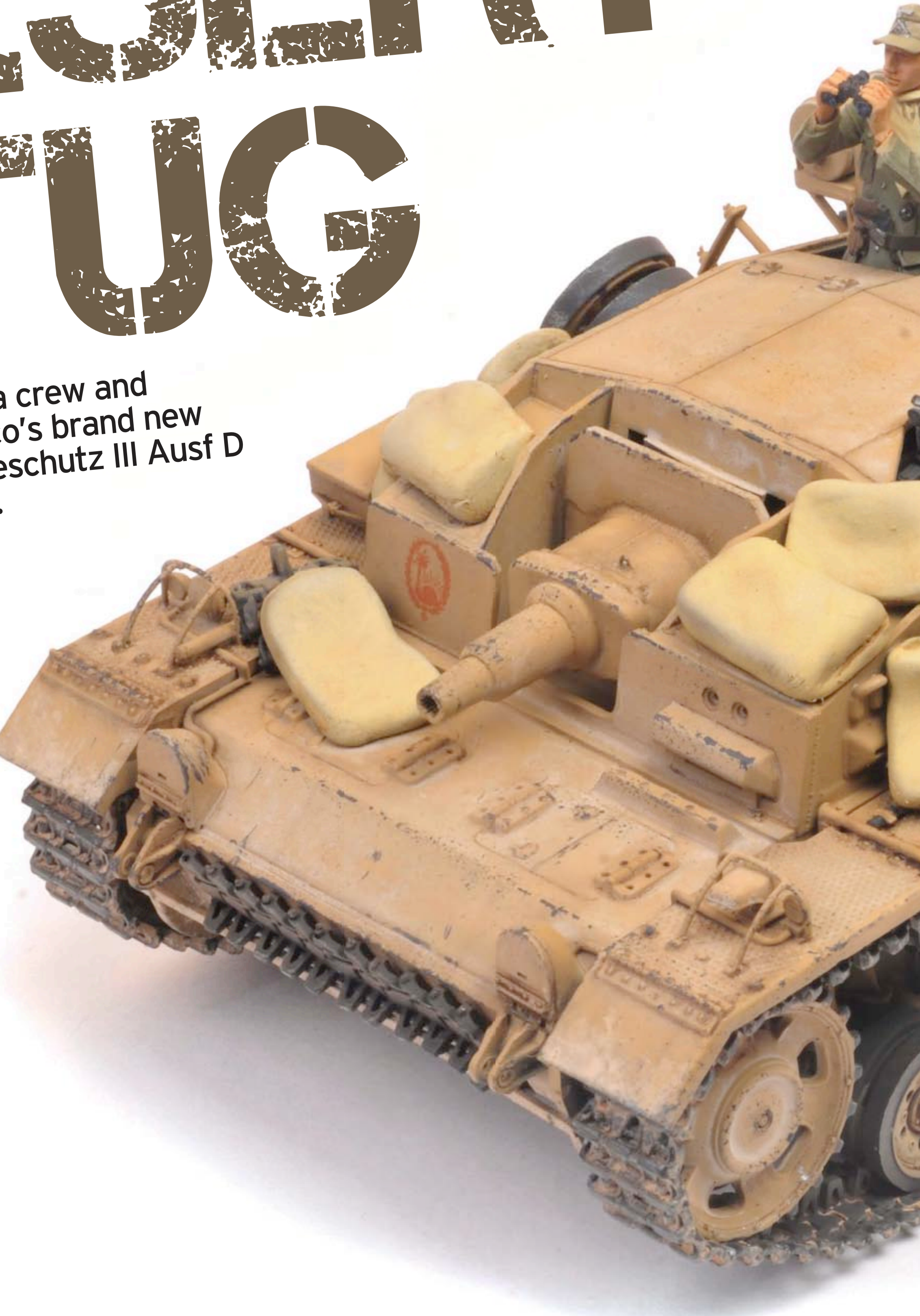
DESERT STUG

Brett Green adds a crew and sandbags to Bronco's brand new 1:35 scale Sturmgeschutz III Ausf D in North Africa kit.



A few weeks ago I found myself stalled while building Tamiya's brand new 1/48 scale F-14A Tomcat. The model was painted but I was waiting for the decals to arrive.

By a stroke of good fortune, Bronco's latest samples arrived during this lull. The parcel included their brand new 1:35 scale Sturmgeschutz Ausf. D in North Africa kit. I wasn't previously aware of this rare variant, but I liked what I saw. With its revised engine deck, prominent air filters, big jerry can rack and desert yellow finish, it presented a busy and unusual subject.

A brief search online revealed a number of photos showing some of these vehicles with sandbags scattered on the front of the superstructure and hull.

Inside the box, I was pleasantly surprised to find a pretty straightforward model – logical parts breakdown, not unnecessarily complicated yet still well detailed.

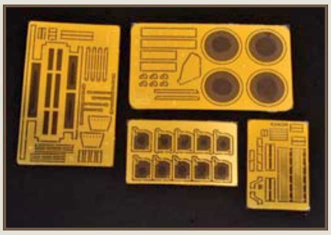
I was also pleased to see that Bronco included fully workable individual tracks, so depicting the heavy sag often seen on StuG IIIs would not be a problem. ▶

Sturmgeschütz III Ausf D (SdKfz 142)
in North Africa
BRONCO
CB35117
1/35 SCALE

Bronco's box art.

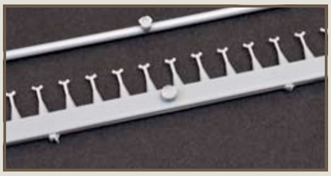
The impressive one-piece superstructure.

Alternative drive sprocket are included, but I have only seen the uncovered version on late Ausf. Gs.



The kit includes four photo-etched frets.

An optional turned brass gun barrel is included, although it does not feature rifling.



The separate wing nuts are handy for this model and for later projects too.

The small decal sheet.

◄ IN THE BOX

Bronco's new 1:35 scale Stug III Ausf. D comprises 337 parts in dark yellow coloured plastic, 636 brown plastic parts for the individual link tracks, 11 parts in light grey plastic; two parts in clear, a sprue of wing nuts, a plastic track jig, four photo-etched frets, an optional turned brass metal barrel, a length of copper wire and a small decal sheet.

The kit offers the choice of the standard drive sprocket with hub cap, or the later version with the bolts exposed.

Running gear is quite straightforward. The road wheels are individual parts, paired up to be glued to separate swing arms. The idler wheel tensioner is moulded as a single part and is not adjustable.

Although the hull and superstructure do not feature interior detail, a full 7.5cm gun breech is included. This is very nicely done and some of the breech will be visible through the open hatches. All the superstructure hatches may be posed open or closed.

Photo-etched parts are offered as options to replace the tow cable guides on the back deck as well as some other details, but I thought the plastic parts looked fine.

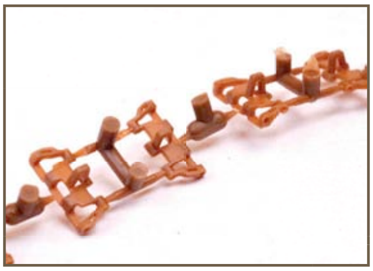
Bronco also provides a shiny turned brass gun barrel as an alternative to the plastic parts. The only downside of the brass barrel is the lack of rifling. The plastic barrel does feature rifling, which is quite noticeable on the finished model.

The headlights are supplied as one-piece clear parts - quite clever really. It is a shame that these are totally enclosed in a solid housing!

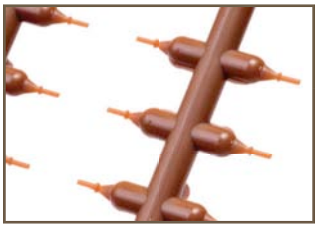
The instructions are a little confusing about the different configuration of the external air filter tanks fitted to the engine deck vents, but I simply used reference photos to determine the placement of the parts.

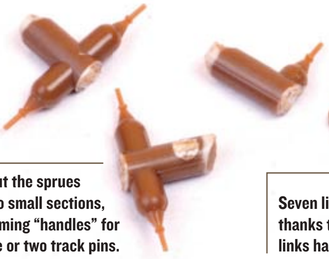
The individual link tracks are supplied in one piece each including the hollow guide horn. The individual links are connected by one pin on each side. The pins are handed inner and outer. A jig is provided that allows the assembly of seven links at a time. There are enough links left over for a long spare run on the front of the lower hull.

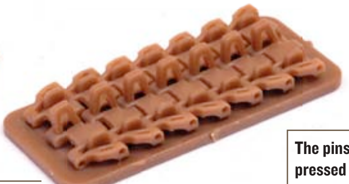
The distinctive jerry can rack on the rear hull is supplied in photo-etch. The cans themselves are a mix of individual cans plus two rows of five, saving some time on assembly and alignment.

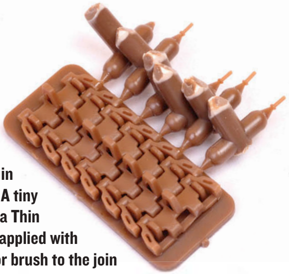

One-piece individual track links feature hollow guide horns.

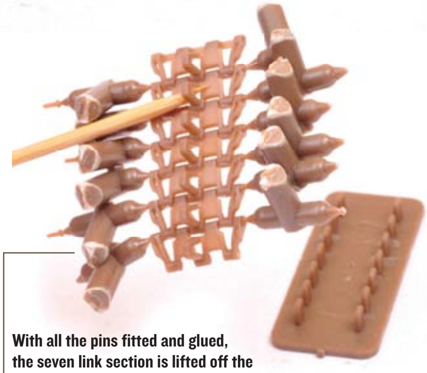
The links are removed and cleaned up with sprue cutters and a new hobby blade.

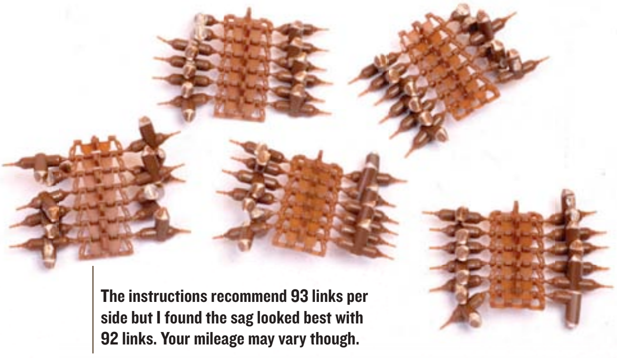

The track pins are handed left and right. The domed pins are supposed to face out, although I confess I didn't pay any attention to which ones I was using!

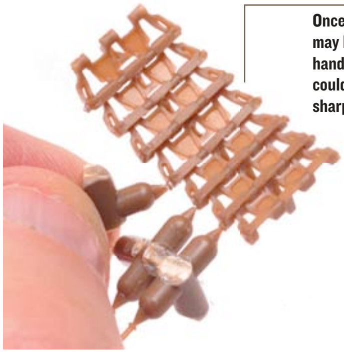

I cut the sprues into small sections, forming "handles" for one or two track pins.

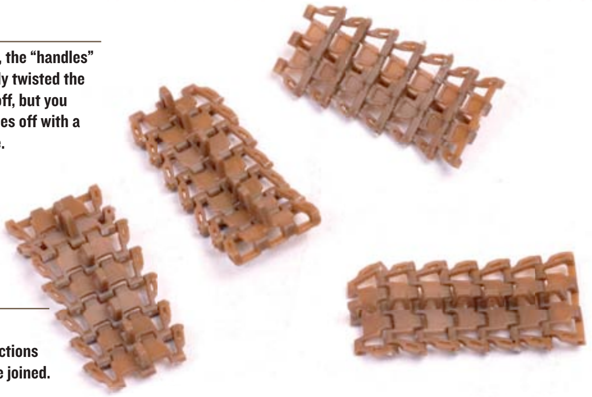

Seven links may be assembled at one time thanks to the simple plastic jig. Here, the basic links have been placed on top of the jig's teeth.

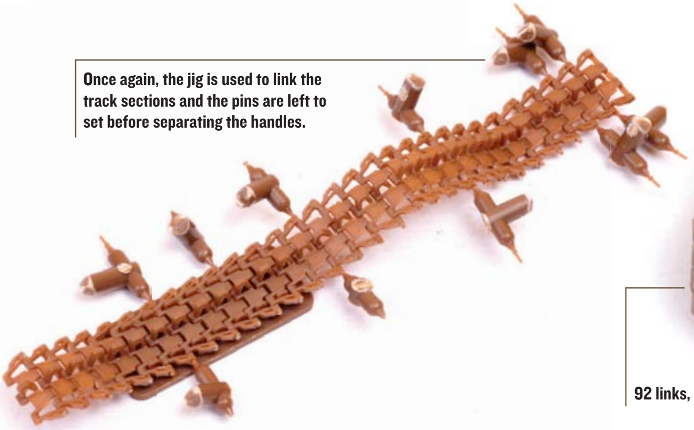

The pins have been pressed into the holes in the edges of the links. A tiny amount of Tamiya Extra Thin Liquid Cement is then applied with the tip of the applicator brush to the join between the pin and the link.


With all the pins fitted and glued, the seven link section is lifted off the jig and set aside to completely set.


The instructions recommend 93 links per side but I found the sag looked best with 92 links. Your mileage may vary though.


Once the glue has dried, the "handles" may be removed. I simply twisted the handles to break them off, but you could also cut the handles off with a sharp hobby knife blade.


Several sections ready to be joined.


Once again, the jig is used to link the track sections and the pins are left to set before separating the handles.

92 links, nice and flexible.

MAKING TRACKS

While I was waiting on the Tomcat decals, I decided to make a start on this appealing model.

I thought that I would start on my least favourite part of any armour modelling project, the individual link tracks. If I could finish these quickly, the rest of the model looked pretty straightforward.

The links were removed and cleaned up with sprue cutters and a new hobby blade.

The track pins are handed left and right. The domed pins are supposed to face out, although I confess I didn't pay any attention to which ones I was using!

I cut the link pin sprues into small sections, forming "handles" for one or two track pins. Seven links may be assembled at one time thanks to the simple plastic jig. Here, the basic links have been placed on top of the jig's teeth.

The pins were pressed into the holes in the edges of the links. A tiny amount of Tamiya Extra Thin Liquid Cement was then applied with the tip of the applicator brush to the join between the pin and the link.

With all the pins fitted and glued, the seven link section was lifted off the jig and set aside to completely set. The process was repeated until I had enough links for a full run.

The instructions recommend 93 links per side but I found the sag looked best with 92 links. Your mileage may vary though.

Once the glue had dried, the "handles" were simply twisted to break them off, but you could also cut the handles off with a sharp hobby knife blade.

VEHICLE ASSEMBLY

Assembly of the main vehicle is quite straightforward. I basically followed the instructions for most of the project with only a few exceptions.

The drive sprockets are not designed to be moveable, which makes fitting the tracks a bit fiddly. For this reason, I fitted the tracks to the running gear before I added the upper hull.

I also thought that the main gun assembly was quite loose in its mounts for elevation and traverse. I glued the gun to the lower mount, but I left the elevation unglued. By the time I had added the superstructure to the hull, the elevation actually worked very well. I suspect that the traverse may have worked okay if I hadn't glued the gun to the base too.

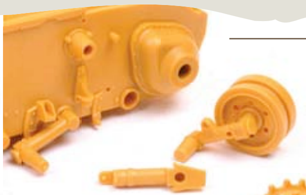
Reference photos suggested that the air filter tanks were mounted on a plate above the brackets. I added this plate as well as straps from plastic sheet and strip.

The rear jerry can rack is made up from a large single photo-etched part. The required folds are quite long – the full width of the hull – so some sort of folding tool is essential in order to deliver a precise and consistent angle. I used my Mission Models "Etch Mate" tool for this job.

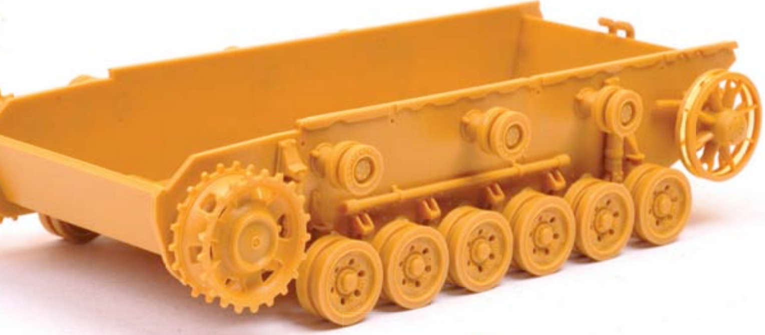
I really wanted to depict the sandbags seen in the reference photos, so I decided to make my own from Milliput White two-part epoxy putty.

My Milliput was getting quite old so I bought a new packet. What a revelation! The new sticks were soft and so much easier to blend and sculpt. I won't wait ten years ▶

The idler wheels feature photo-etched metal rings.

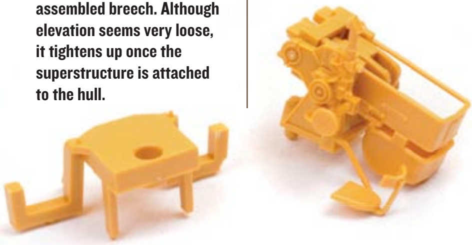


The road wheels are paired up and attached to the separate swing arms.

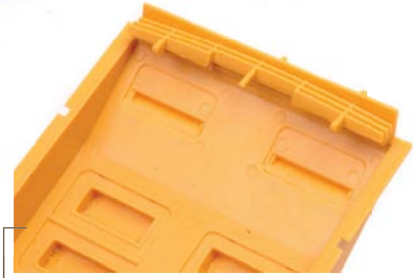


Assembly of the running gear is fast and quite straightforward. Please note that the drive sprockets are not designed to be moveable.

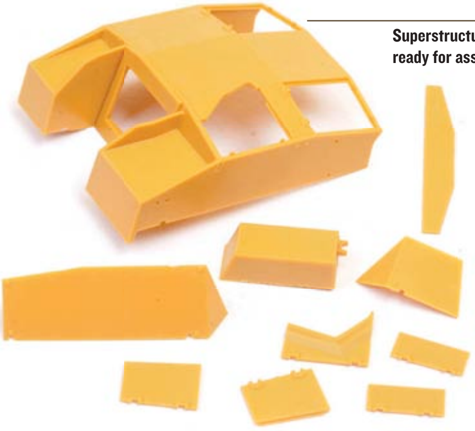
Components of the gun breech.



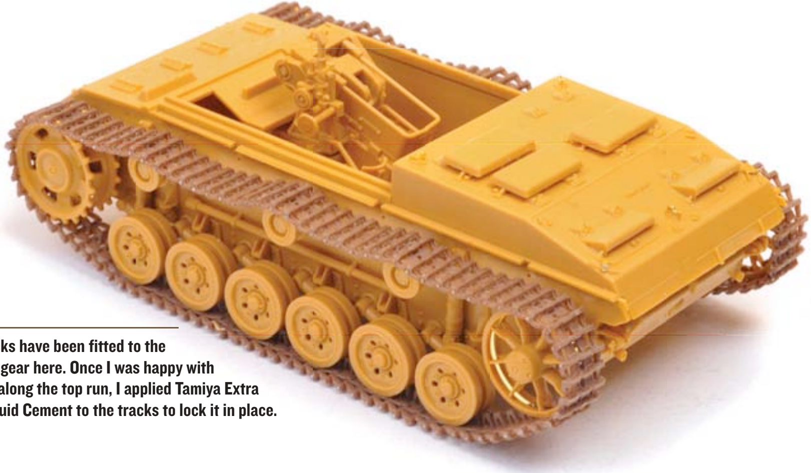
The gun mount and the assembled breech. Although elevation seems very loose, it tightens up once the superstructure is attached to the hull.



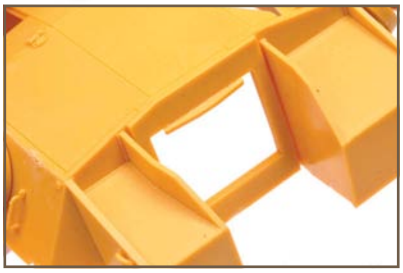
The location of the vent below the back of the upper hull is a little vague in the instructions. It should go here.



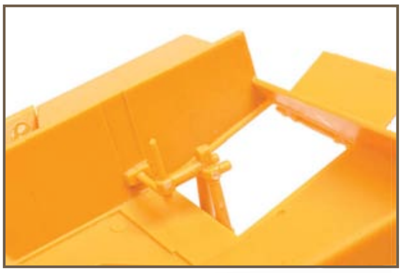
Superstructure parts ready for assembly.



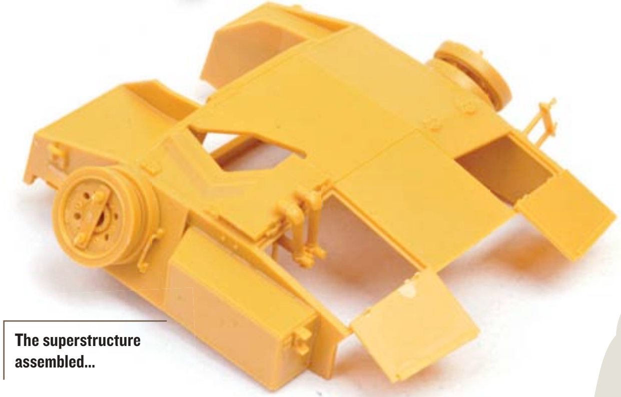
The tracks have been fitted to the running gear here. Once I was happy with the sag along the top run, I applied Tamiya Extra Thin Liquid Cement to the tracks to lock it in place.



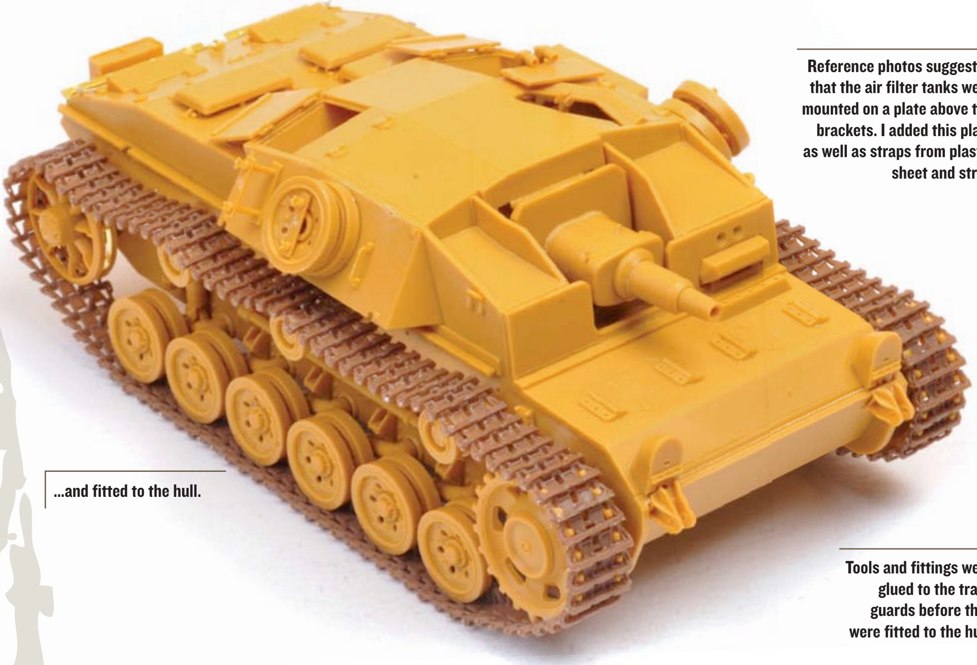
This is where the lip should go at the opening for the main gun.



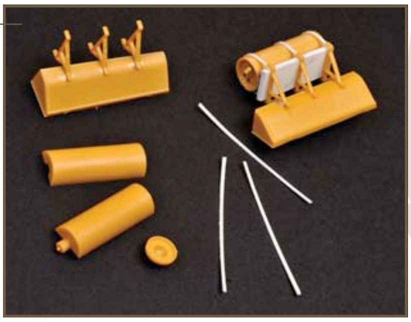
The Commander's binoculars are mounted to a channel on the inside of the superstructure.



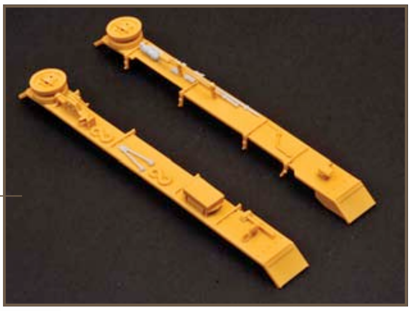
The superstructure assembled...



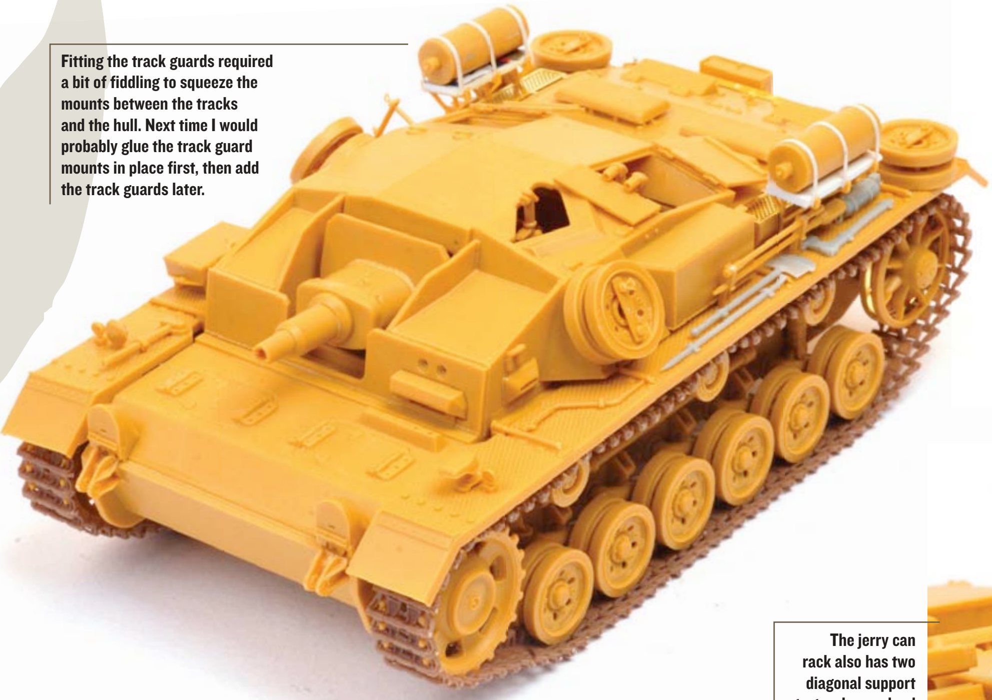
...and fitted to the hull.



Reference photos suggested that the air filter tanks were mounted on a plate above the brackets. I added this plate as well as straps from plastic sheet and strip.

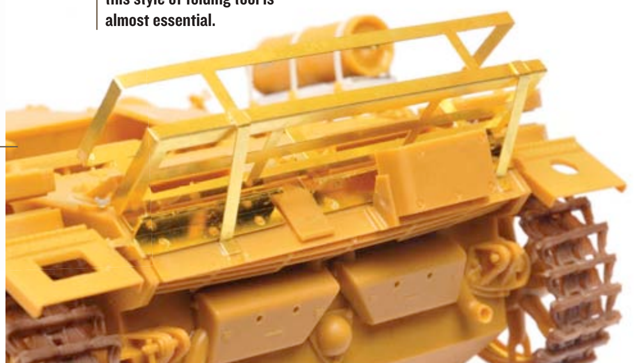


Tools and fittings were glued to the track guards before they were fitted to the hull.



Fitting the track guards required a bit of fiddling to squeeze the mounts between the tracks and the hull. Next time I would probably glue the track guard mounts in place first, then add the track guards later.

The rear jerry can rack was folded using my Mission Models "Etch Mate" tool. When doing a long fold in photo-etch, this style of folding tool is almost essential.



The jerry can rack also has two diagonal support struts, shown glued in place here.

I used Milliput White two-part epoxy putty to make the sandbags.

First, equal portions from each stick were rolled into balls.

The balls were mixed together with fingertips and between the palms of the hands.

The putty was rolled out and cut into sections of around 15 mm. These were squeezed into the shape of rough rectangles.

A set of basic sculpting tools can be helpful to shape the putty and add detail and texture.

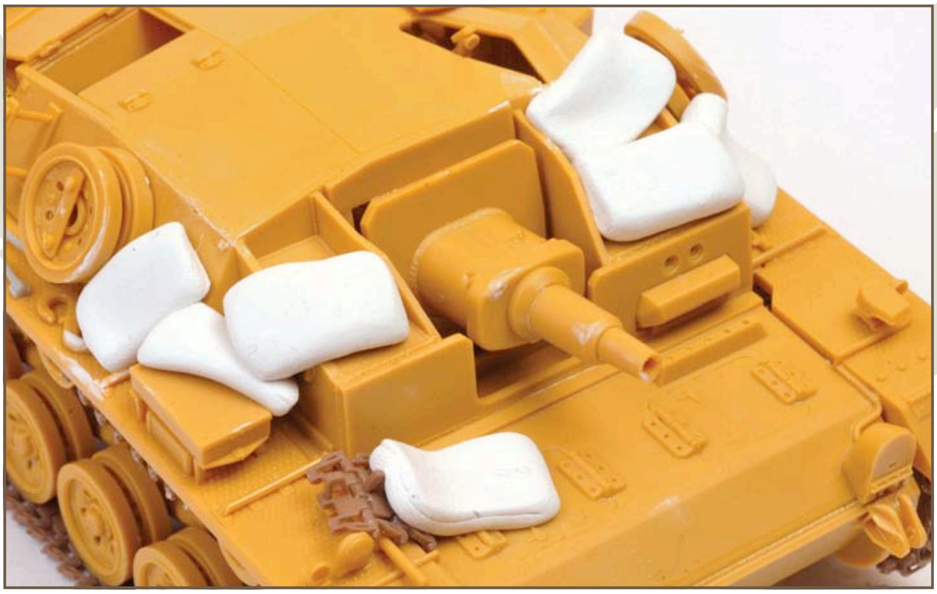
◀ before buying my next new packet of Milliput!

First, equal portions from each stick were rolled into balls with fingertips and between the palms of the hands.

The putty was then rolled out into a sausage of around 7 mm diameter and cut into sections of around 15 mm. These were squeezed into the shape of rough rectangles.

The rectangles were pressed onto the hull and superstructure using reference photos as a guide. Seams were added to the edges and tops of the sandbags using a simple wooden sculpting tool, but a knife blade or toothpick would do the job equally well.

Bronco provides impossibly fine photo-etch for the front brush guards. I replaced these with fine brass wire, bent and cut into shape. Holes were drilled into the track guards and the new wire brush guards were fixed into place with super glue. ▶



The rectangles were pressed onto the hull and superstructure using reference photos as a guide. Seams were added to the edges and tops of the sandbags using one of the sculpting tools.

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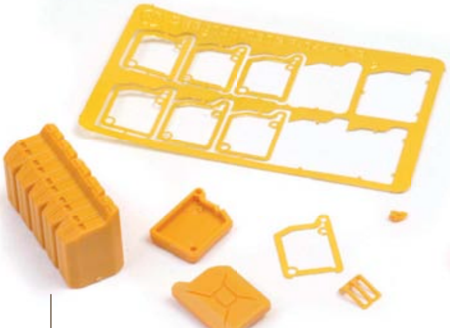
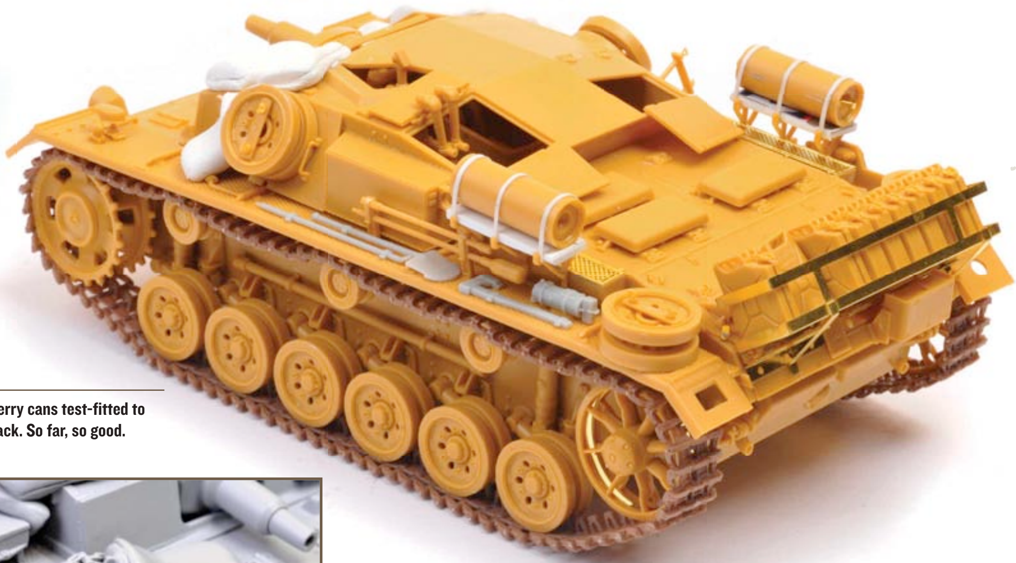
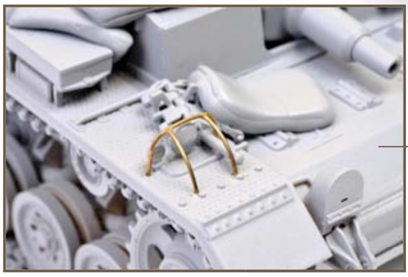


The kit includes individual jerry cans as well as sections of five cans. The individual cans include photo-etched centre seals.



The jerry cans test-fitted to the rack. So far, so good.



Bronco provides impossibly fine photo-etch for the front brush guards. I replaced these with fine brass wire, bent and cut into shape. The brass wire brush guards glued in place.

The entire model was prepared for paint with a sprayed Tamiya Grey Primer undercoat straight from the can.

I assumed that the vehicle would have left the factory in Panzer Grey, so I started with a base coat of Tamiya acrylic XF-63 German Grey.

The open hatches were masked off and then the model was sprayed a mix of Tamiya XF-59 Desert Yellow and XF-2 Flat White.

◀ PAINTING AND FINISHING

The entire model was prepared for paint with a sprayed Tamiya Grey Primer undercoat straight from the can.

I assumed that the vehicle was originally painted in Panzer Grey, so I started with a base coat of Tamiya acrylic XF-63 German Grey.

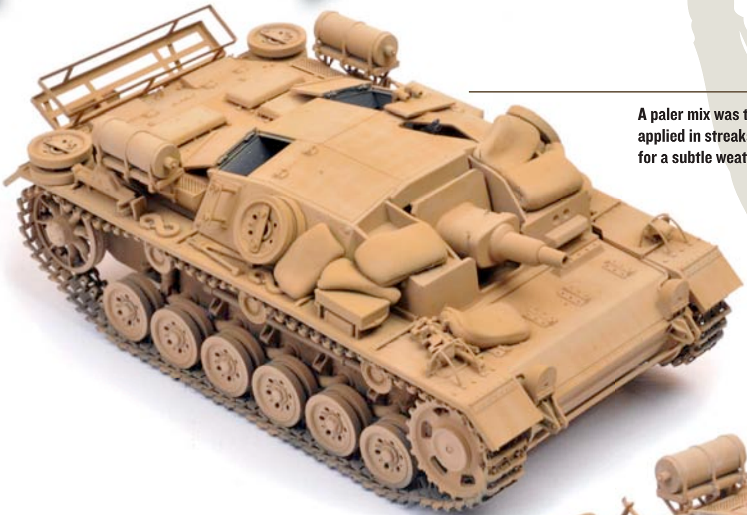
The open hatches were masked off and then the model was sprayed a mix of Tamiya XF-59 Desert Yellow and XF-2 Flat White. A paler mix was then made and applied in streaks and mottles for a subtle weathered effect.

I applied a thin coat of SIN Industries filter P400 Grey for Dark Yellow, but instead of the expected dark residue, the filter dried to a chalky finish. I actually quite liked this, as it looked like a crusty salty residue. I scrubbed back the white coating on some of the larger panels but left the rest in place.

Details including sandbags, tyres, tracks, tools and jerry cans were picked out with a series of brushes, fine to broad.

A pin wash of Winsor & Newtown Raw Umber thinned with Mineral Turpentine was applied selectively to panel lines, hinges and other structural details.

Edges were chipped using a sponge and XF-63 German Grey to suggest the Panzer Grey base coat below the Desert Yellow. ▶



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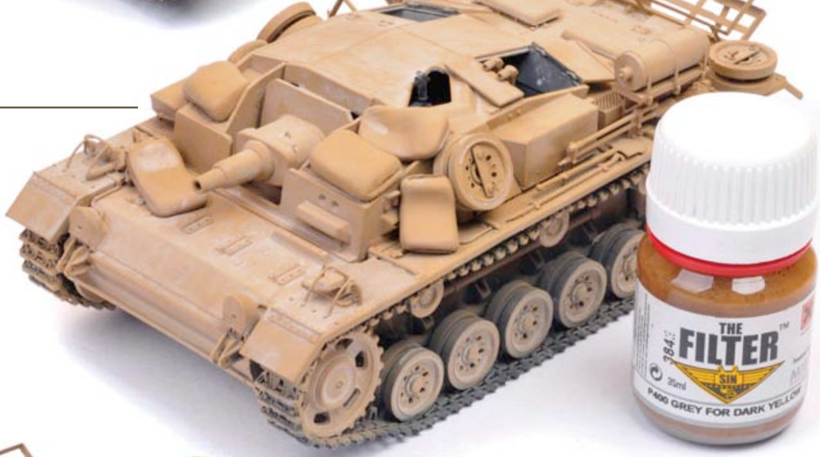

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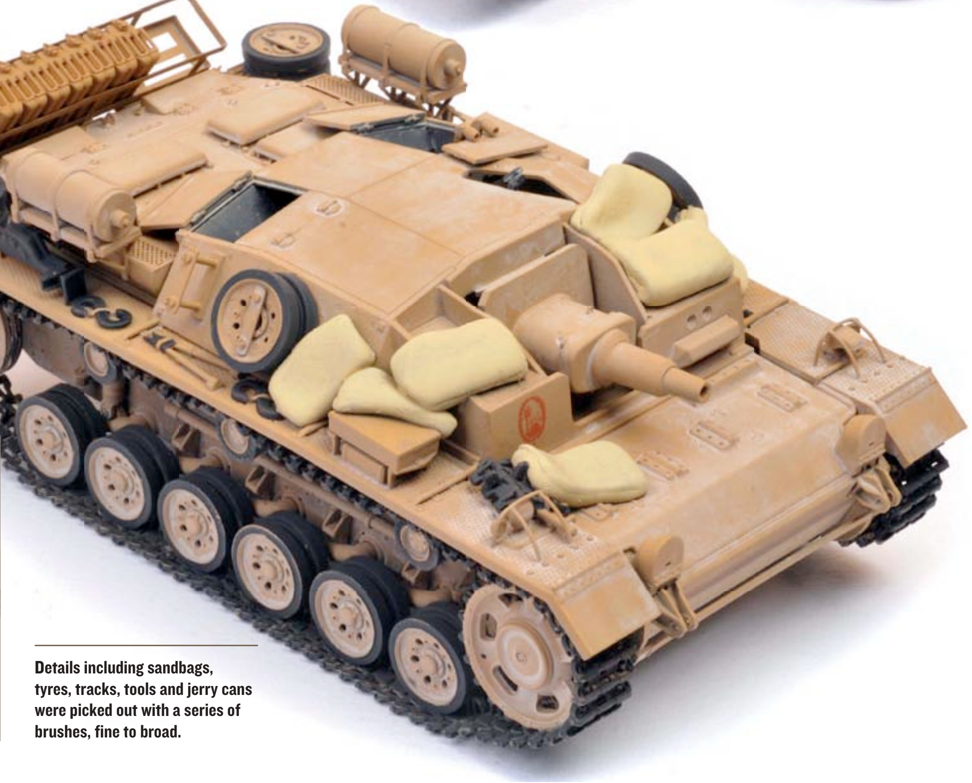
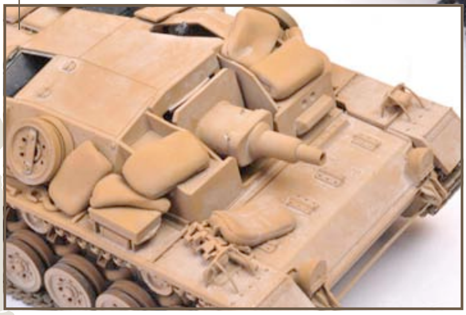


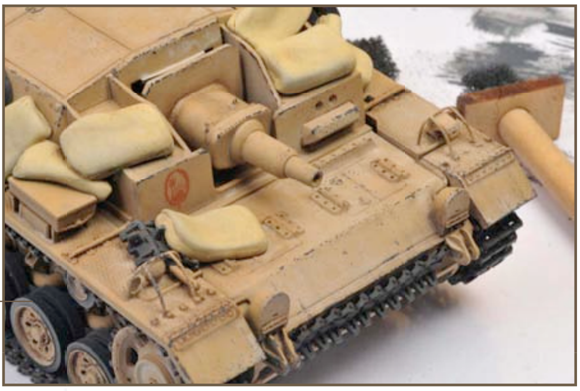
Details including sandbags, tyres, tracks, tools and jerry cans were picked out with a series of brushes, fine to broad.



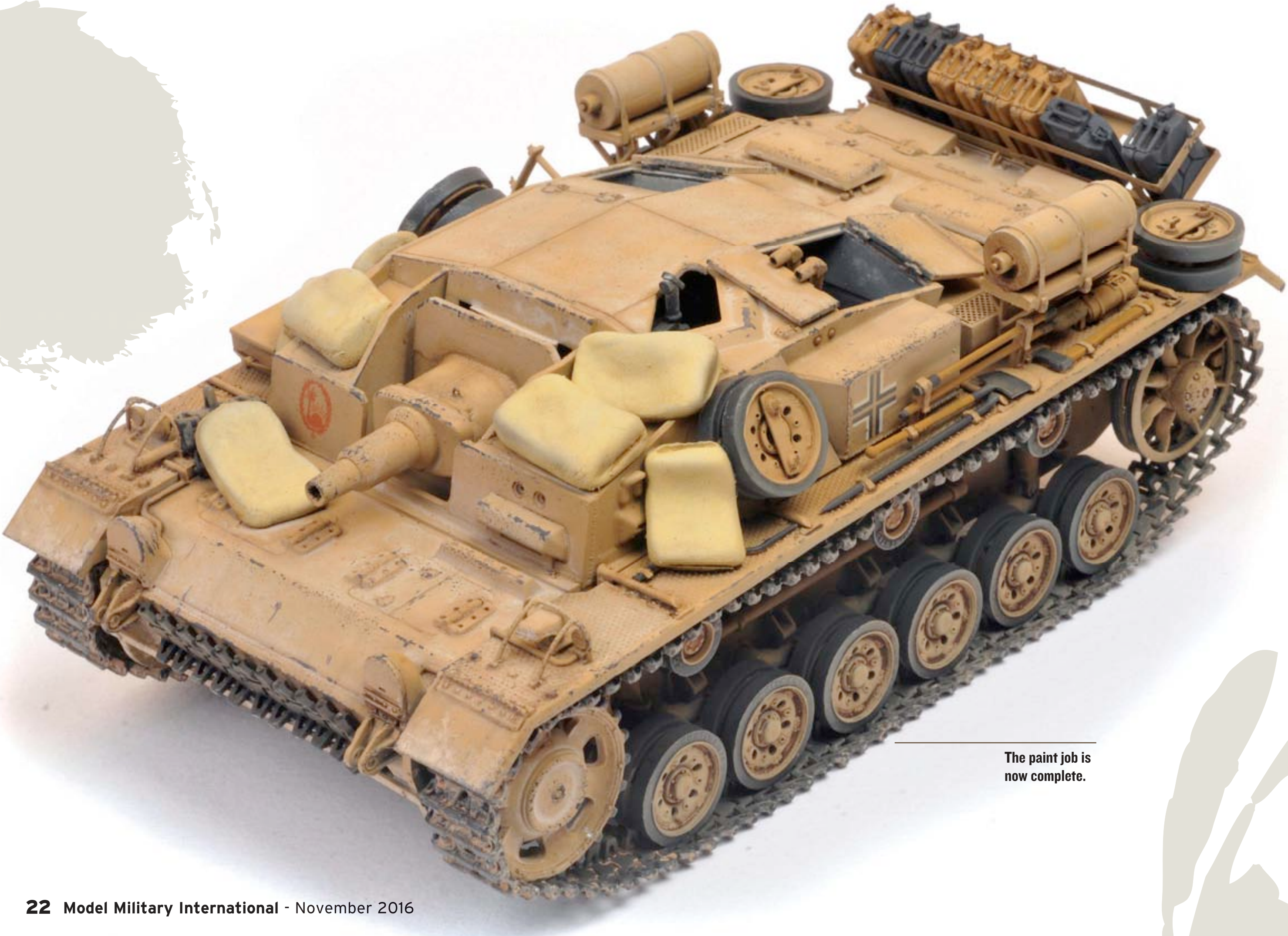
I actually quite liked this, as it looked like a dried salty residue. I scrubbed back the white residue on some of the larger panels but left the rest in place.

A pin wash of Winsor & Newtown Raw Umber thinned with Mineral Turpentine was applied selectively to panel lines, hinges and other structural details.

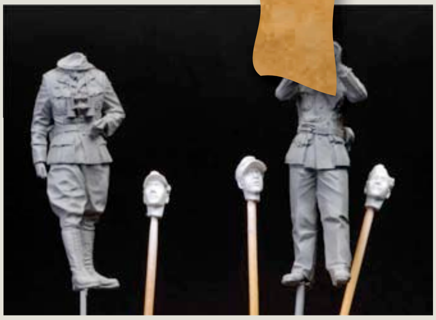
Edges were chipped using a sponge and XF-63 German Grey to suggest the Panzer Grey base coat below the Desert Yellow.



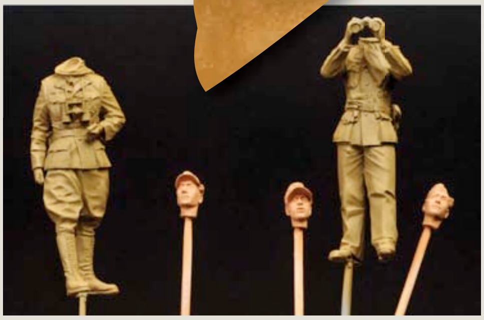
The chipping effect seen close up.



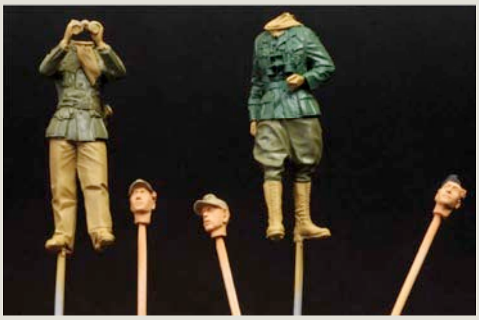
The paint job is now complete.



I chose Alpine Miniatures' DAK Panzer Crew figure set for this project. The paint job started with Tamiya spray can Grey Primer for the bodies and White Primer for the heads.

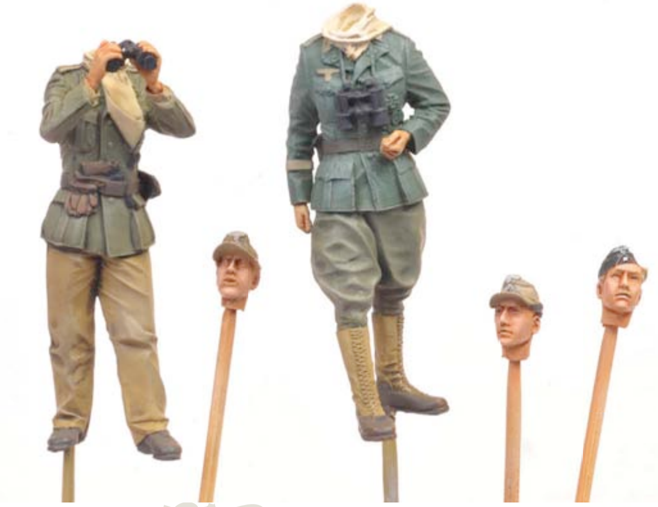


The base colour for the bodies was Tamiya acrylic XF-59 Desert Yellow, while the heads received a sprayed mix of Tamiya XF-15 Flat Flesh & XF-59 Desert Yellow.



The tunics and trousers were painted different shades of Vallejo acrylics.

Details and highlights were also painted using Vallejo acrylics. I use a paper palette to mix and blend my paints.



Main colours and highlighting is now finished. I painted up an extra head just in case the others looked too horrible!

CREWING UP

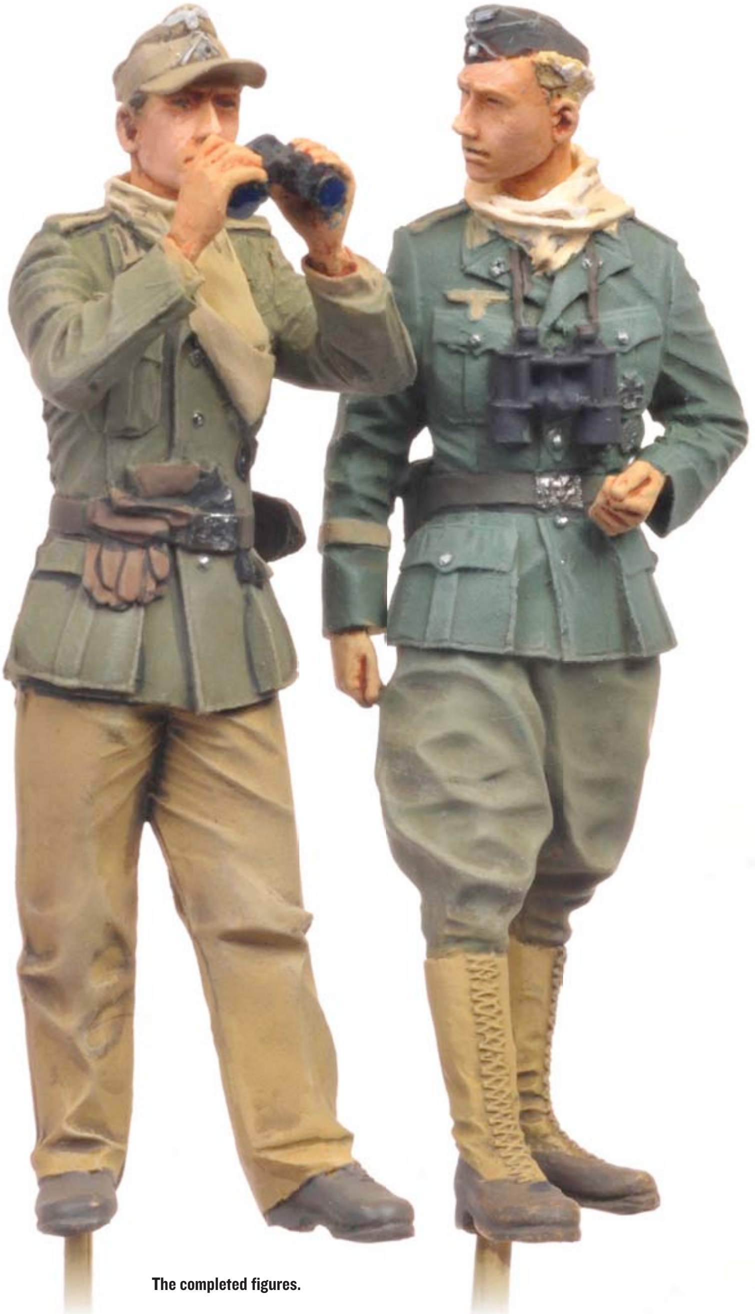
I chose Alpine Miniatures' DAK Panzer Crew figure set for this project. Alpine always supplies two different heads for each figure. I somehow managed to lose one of the heads underneath my workbench, so I decided to paint up the remaining three heads and use the best two. With my figure painting skills, I need all the percentage help I can get!

The paint job started with Tamiya spray can Grey Primer for the bodies and White Primer for the heads.

The base colour for the uniforms was Tamiya acrylic XF-59 Desert Yellow, while the heads received a sprayed mix of Tamiya XF-15 Flat Flesh & XF-59 Desert Yellow.

The tunics and trousers were painted using different shades of Vallejo acrylics.

Details and highlights were also painted using Vallejo acrylics. ▶



The completed figures.

◀ CONCLUSION

Bronco's 1:35 scale Sturmgeschutz III Ausf. D is a well detailed kit of an interesting subject.

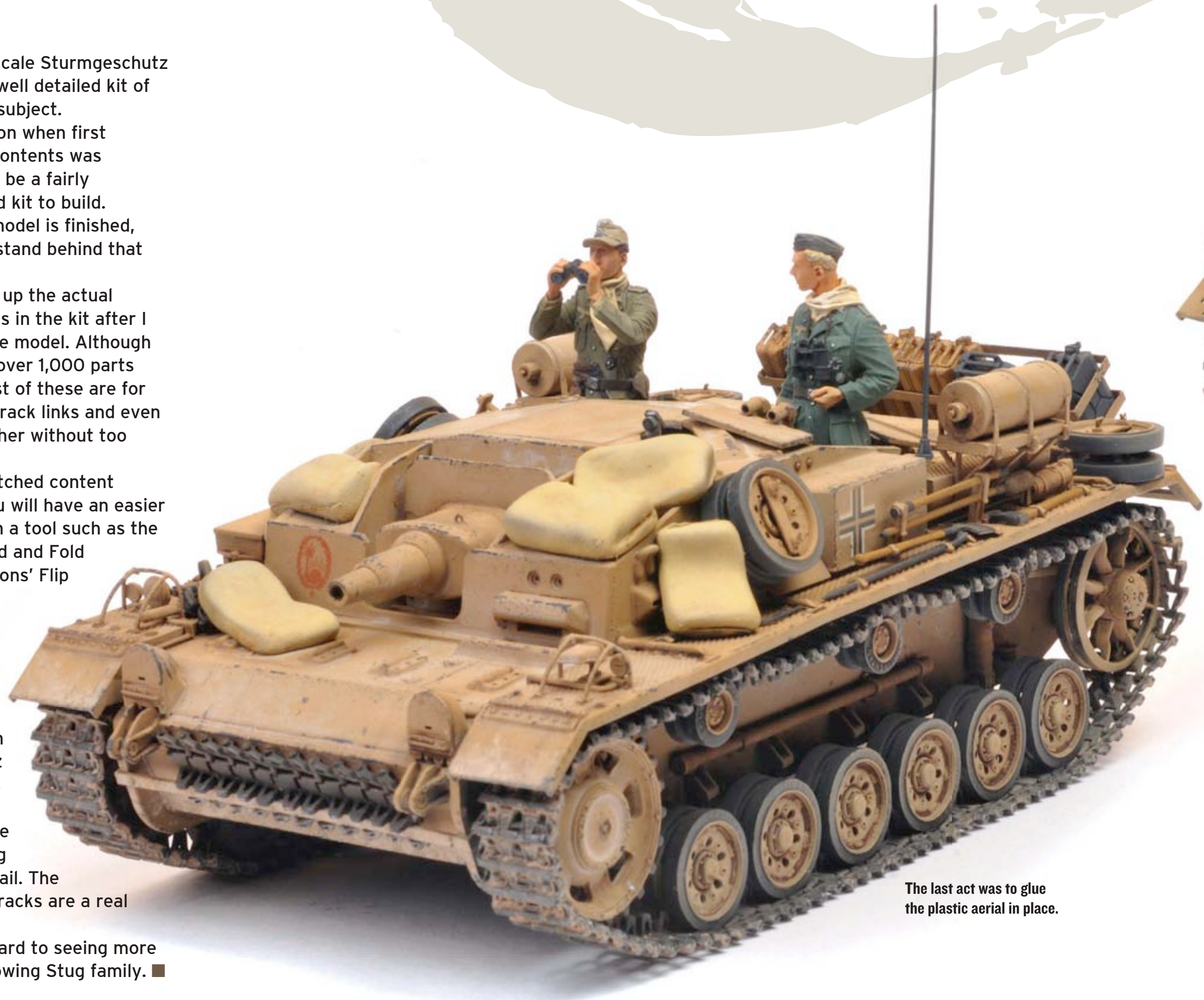
My impression when first exploring the contents was that this would be a fairly straightforward kit to build. Now that the model is finished, I am happy to stand behind that statement.

I only added up the actual number of parts in the kit after I had finished the model. Although there are well over 1,000 parts in the box, most of these are for the individual track links and even these go together without too much trouble.

The photo-etched content means that you will have an easier time if you own a tool such as the Etch Mate, Hold and Fold or RB Productions' Flip folding tools.

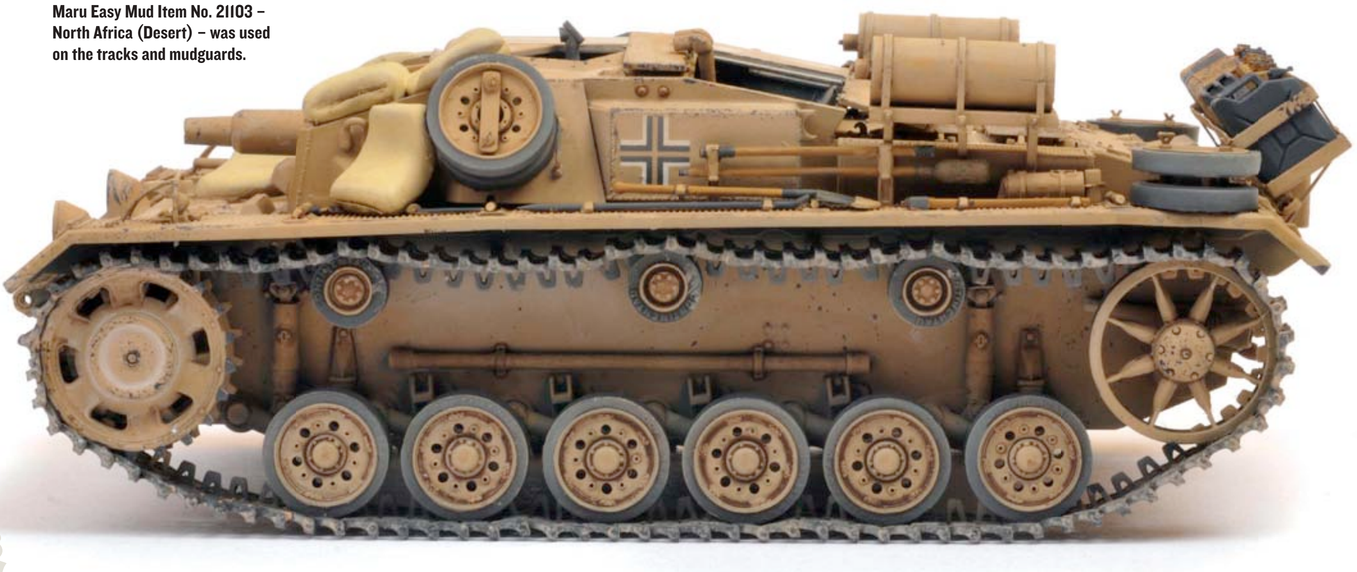
I would place this kit somewhere between the Tamiya and the Dragon Sturmgeschutz III kits in terms of buildability, and close to the Dragon offering in terms of detail. The workable link tracks are a real bonus too.

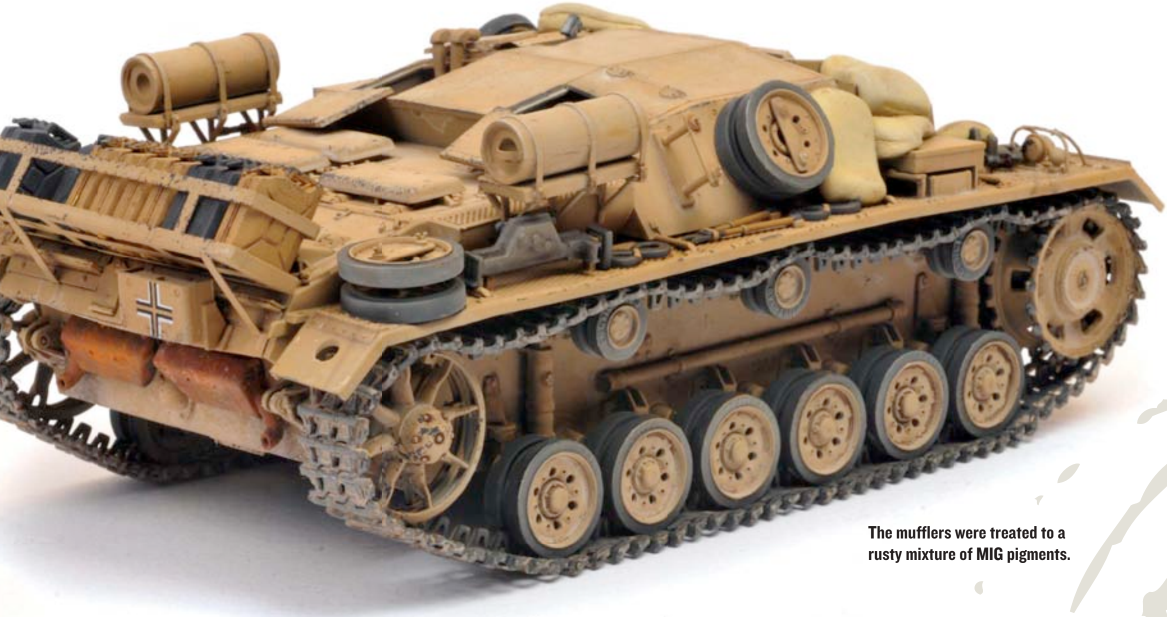
I'll look forward to seeing more in Bronco's growing Stug family. ■



The last act was to glue the plastic aerial in place.

Maru Easy Mud Item No. 21103 – North Africa (Desert) – was used on the tracks and mudguards.





The mufflers were treated to a rusty mixture of MIG pigments.

Modelspec

Bronco 1:35 Sturmgeschutz III Ausf. D (Sd.Kfz. 142) in North Africa Kit No. CB-35117

Accessories Used:

Alpine Miniatures Item No. 35018 - DAK Panzer Crew Set

Tools and Materials

White Milliput, Sculpting Tools, Mission Models Etch Mate, Tamiya Extra Thin Liquid Cement, Revell Contacta Cement, Selley's Super Glue, Gator's Grip Acrylic Glue, Tamiya Surfacer, Iwata HP-CH Airbrush

Paints and Finishing Products:

Vehicle:
Tamiya Spray Cans - Grey Primer
Tamiya Acrylic - XF-1 Flat Black; XF-2 Flat White; XF-55 Deck Tan; XF-59 Desert Yellow; XF-63 German Grey; XF-64 Red Brown; XF-82 Ocean Grey.
Vallejo Model Colour - 70862 Black Grey; 70863 Gunmetal Grey;
Vallejo Panzer Aces: 310 Old Wood; 311 New Wood; 312 Leather Belt; 337 Highlight Ger. (Black).
Figures:
Uniforms
Tamiya Spray Cans - Grey Primer; Fine White Primer
Base Colours: Tamiya Acrylic XF-60 Dark Yellow; Panzer Aces Acrylics - 334 Germ. Tkcr. I (Feldgrau); 336 Afrika Korps Tankcrew.
Highlights: Panzer Aces 338 Highlight Ger. I; 340 Highlight Afrika Korps; Model Color 847 Dark Sand (various mixes); 919 Foundation White.
Wash: Panzer Aces Acrylics - 337 Highlight Ger. (Black mixed with 336 Afrika Korps Tankcrew with Future Floor Polish and water.
Flesh
Base Coat: Tamiya Acrylic XF-15 Flat Flesh & XF-59 Desert Yellow mix.
Wash: Rowney Georgian Oil Paint 221 Burnt Sienna.
Variations and Highlights: Vallejo Panzer Aces acrylics 341 Flesh Base; 342 Highlights Flesh. Vallejo Model Color 919 Foundation White (various mixes).
SIN Industries The Filter - P400 Grey for Dark Yellow
Future Floor Polish
Solvaset
Alclad II Kleer Kote Flat
Mig Productions Pigments - P042 Ochre Rust; P414 Track Brown; P416 Fresh Rust
Easy Mud Item No. 21103 - North Africa Desert
2B Pencil

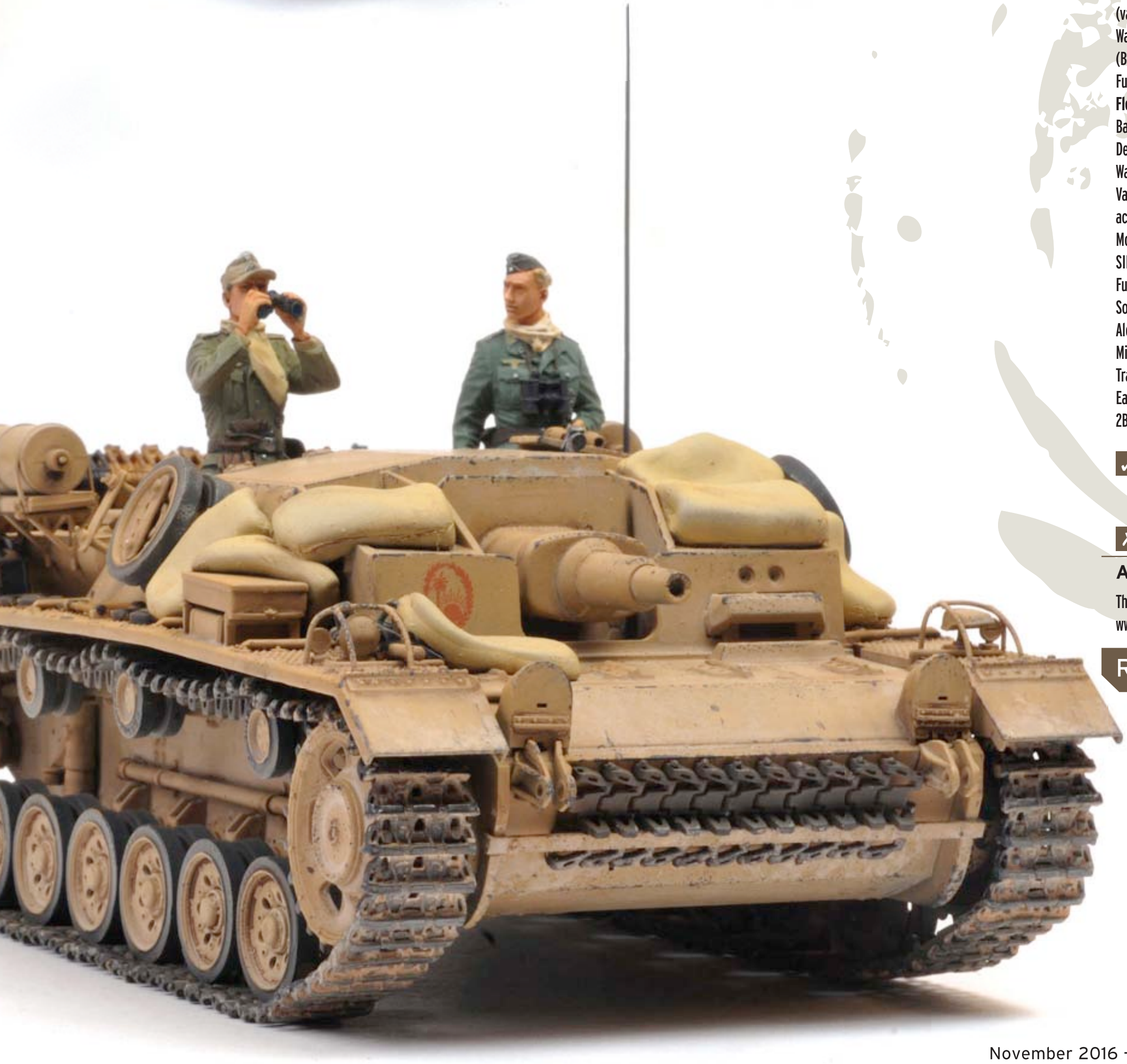
✓ Good level of detail; high quality moulding; excellent fit; fewer parts than most recent Bronco releases; includes individual link tracks.

✗ Some fiddly photo-etched assemblies.

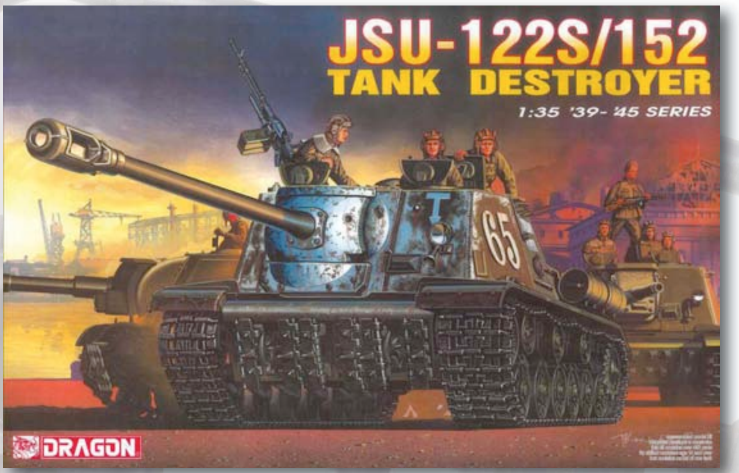
Available from

Thanks to Bronco for the sample
www.cn-bronco.com/en/index.php

Rating ●●●●●●●●●○



Bronco's 1:35 scale Stug. III Ausf. D was an enjoyable project.



WELCOME BACK

Dragon offers two options in this ISU heavy tank destroyer boxing. **Andy King** explains.

The JSU-122 was a heavy tank destroyer that served with Soviet forces during WWII. It was based on the JSU-152 chassis with differences being the gun, gun-mount, sighting system and ammunition stowage. Used as an assault gun, self-propelled howitzer and a long range tank destroyer it first entered service in 1944 with production ending in 1945.

This is yet another re-issue from Dragon and one that actually dates from the mid 1990s. In the box you will find seven sprues in grey styrene, a separate lower hull, a bag of individual links and two decal sheets, one of which is from an earlier incarnation (kit number 6803). I suppose you could also consider this a '2-in-1' kit as there are optional parts for modelling the JSU-152 with the bigger gun.

Surprisingly, the moulding quality is good with little flash present on parts and only a minor sink mark on the front of the superstructure although there are mould-pin marks present on the interior faces of hatches and the underside of the fenders.

Detail is okay and typical of the 1990s, which means it could be sharper and things such as the engine grills are moulded on the hull rather than being supplied as etch and there is no interior whatsoever. The cast texture for the 152mm gun mantlet is 'interesting' compared to that of the 122 and seriously needs improving as it looks very toy-like, this is also the case with the hull front. Conversely the weld beads are quite nicely done if a little regular in appearance.

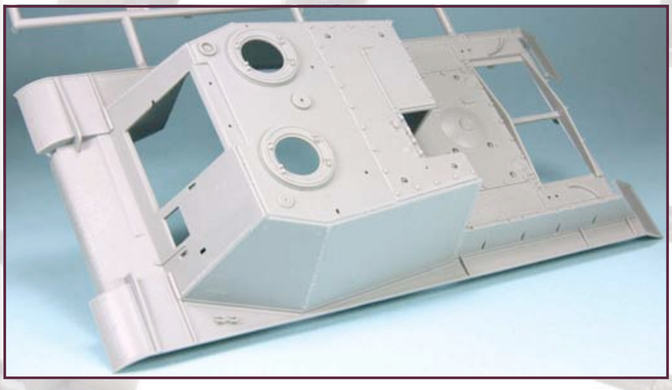
The biggest problem is the lack of sponsons which means you can see right into the hull. This can be fixed with sheet styrene but it will take some fancy cutting due to the shape of the upper hull. The escape hatch on the left side of the lower hull is moulded as a raised detail and needs scribing to improve the look.

As stated above the tracks are individual links and flash free although there are two small pin-marks on each link which will keep you quiet for an evening or two cleaning them up.

Decal options are for six vehicles: one JSU-122 and the rest for the JSU-152 all of which are overall green.

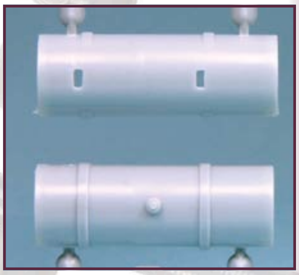
As far as I'm aware this is the only kit of the JSU-122 in 1:35 so if you want to build one this is it, however for the JSU-152 there are better alternatives available (but not many).
A decent enough kit that like anything else can be brought up to current standards with help from the aftermarket. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net


The one-piece upper hull – superstructure.

Split-style Magic Tracks individual links.

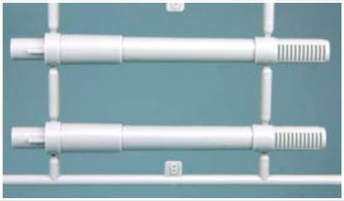
1/35 ISU-152/TANK 6803
65
127 23
Decals are sourced from a couple of earlier kits.


Four external fuel drums are included.

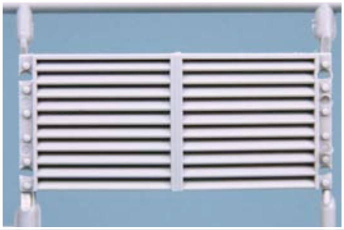
Rear hull plate with moulded on detail.

One of the drive sprockets.

Nice web detail on a road wheel.


The 152mm barrel, split into left and right halves.

Rear deck with moulded-on grilles.


Main engine vent.

History via Wikipedia.

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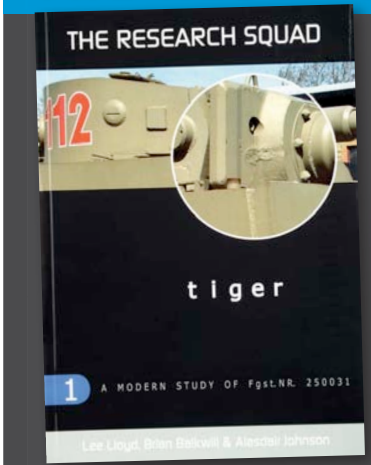

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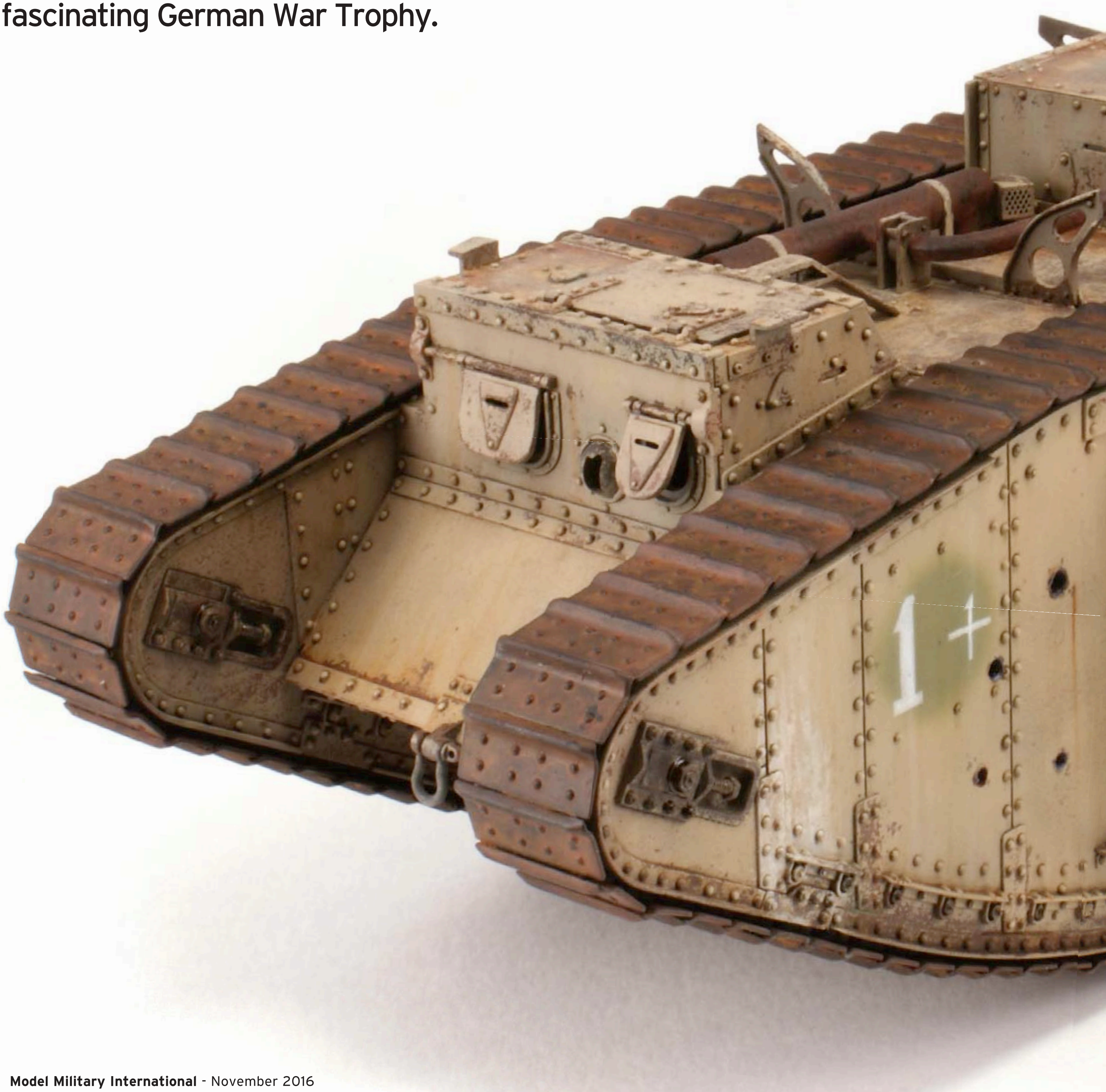
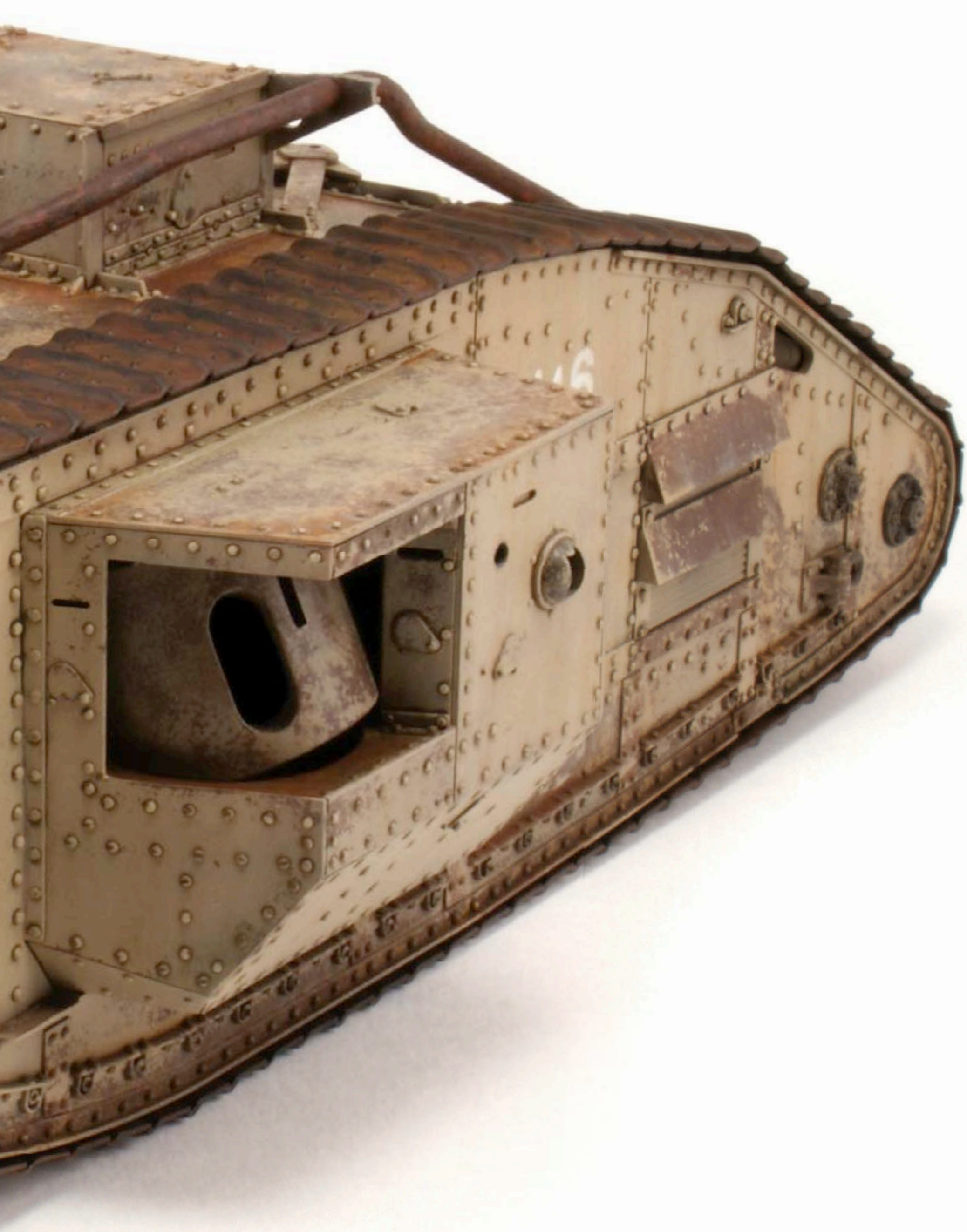
NOW IN STOCK AND SHIPPING!

A BRIT IN

John Bonanni finishes his Takom 1:35 scale Mark V Hermaphrodite as a fascinating German War Trophy.



BERLIN



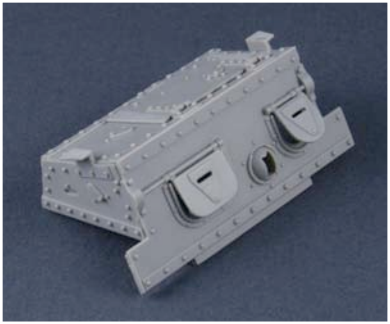
As the Russians entered Berlin they faced everything the Germans could muster to throw at them to slow the inevitable defeat. Two unlikely vehicles possibly found their way into the fray. Outside the Berlin Cathedral rested two MK V. Hermaphrodite tanks, war trophies not from WWI but WWII.

During the Russian Civil War the British sent approximately 70 MK Vs to White Russian forces which were subsequently captured by the Red Army. Some vehicles found their way pressed into service in 1941 around Smolensk. Following the Soviet defeat at Smolensk two vehicles were shipped back to Berlin as war trophies. One account from a captured American Airman states, "I was paraded around Berlin in a large turretless tank. I had become a war trophy."

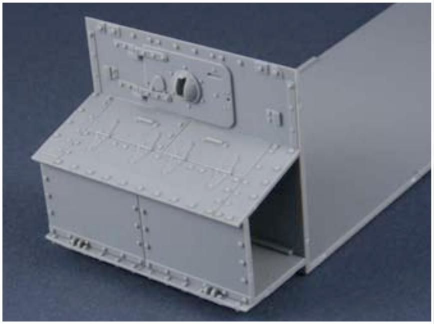
Period photographs show each vehicle sustained multiple hits from large caliber weapons. Were the Germans using them as the Russians approached the Reich Chancellery? Or were they used as target practice? Maybe it was a combination of both. Not long after, the battle the hungry scrap dealers made their mark on the behemoths.

ENTER TAKOM

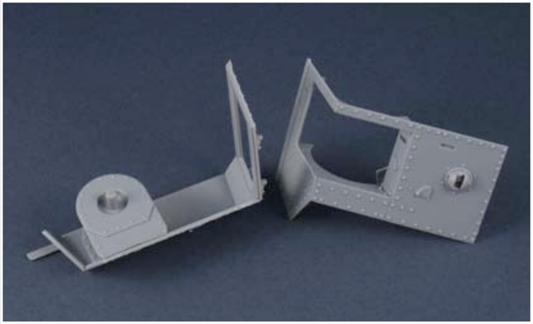
Takom's brand new MK V Hermaphrodite kit was chosen for this project. I had read numerous reviews on Takom's kits and I wanted to try one out. After opening the box, I was greeted by 11 gray plastic sprues, a photo-etched (PE) fret, brass chain, and 190 individual track links. Fortunately, Takom has changed the design of the tracks from their previous MK IV, which featured a complicated multiple piece link. Now the tracks are contained in a small bag and simply click together. ▶



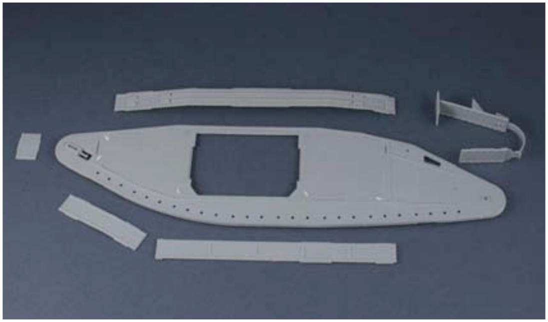
The driver's compartment fit perfectly, no sanding was required. All of the machine guns were left off the vehicle as well.



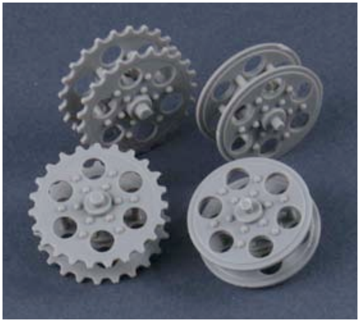
Again, the rear hull assembly went together with ease. However, one limitation is that the rear hatch is moulded shut.



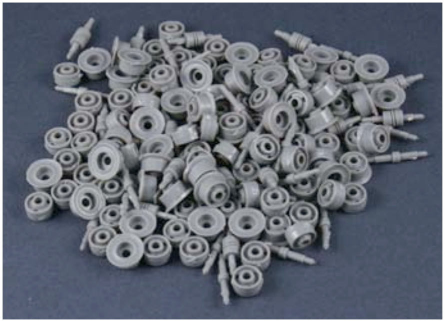
I experienced minor fit issues with the male fighting compartment. When the two subassemblies pictured were joined a small gap appeared at the front, but was easily fixed with Aves Apoxy Sculpt.



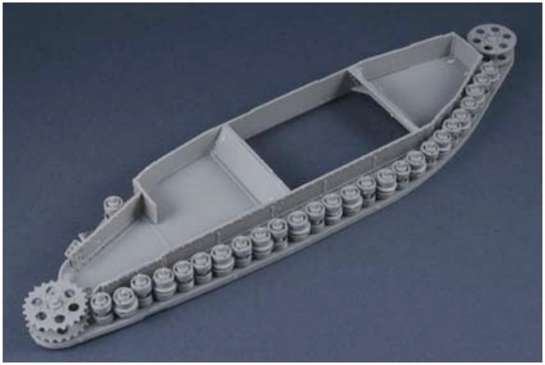
Interior supports are detailed with rivets, shame they will not be seen after the wheels and tracks are added.



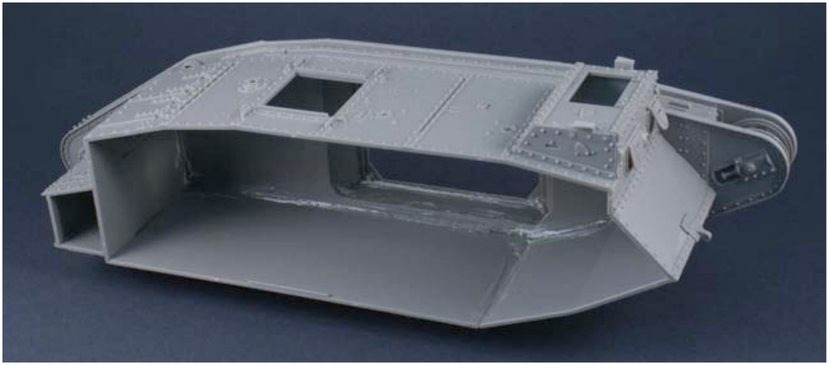
One type of sprocket and idler is provided, each are a two-piece assembly.



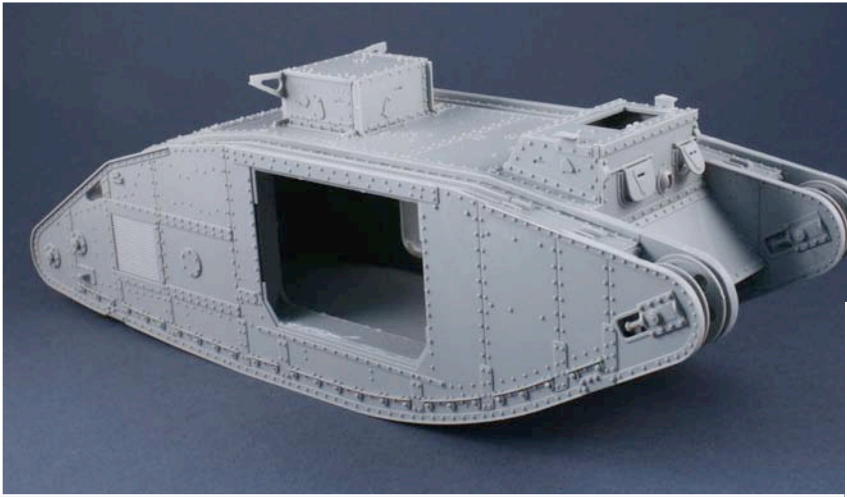
Endless road wheels... 108 road wheels and 54 connecting rods comprise the suspension. I only clipped them off the sprue and skipped sanding the connection points, all of it will be covered by the tracks.



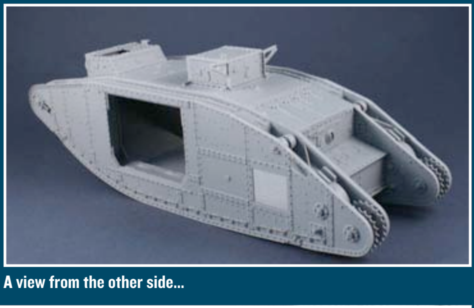
The trickiest part of the build was mating the side plates; lining up 54 independent pins was difficult. After a few tries I was able to mate the two halves.



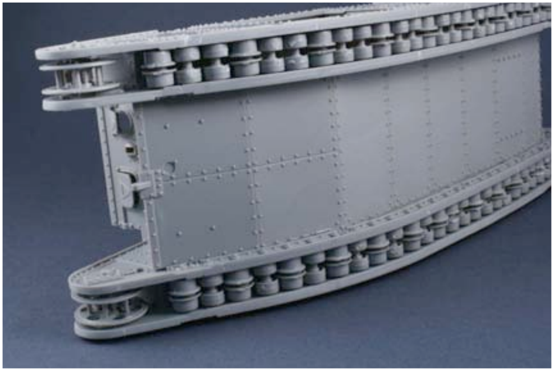
Tamiya Extra Thin Cement was first used to join the side assemblies to the hull and then reinforced with CA.



With both side assemblies attached to the hull it was time to add the fighting compartments.

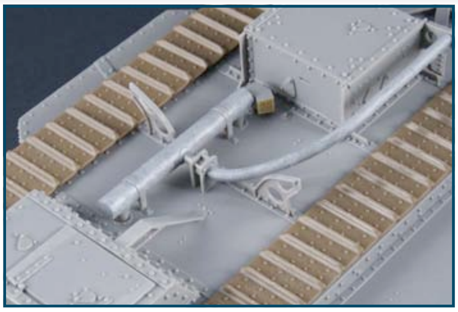


A view from the other side...

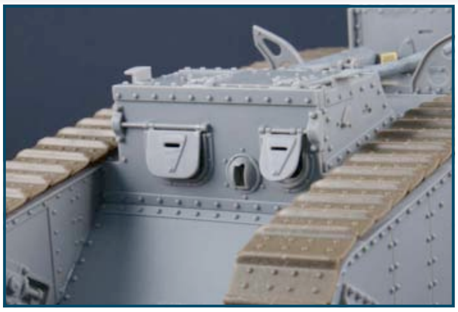


...and the completed assembly from below.

Takom has taken a page out of Tamiya's book and has made track assembly easy, I spent less than hour cleaning and clicking them together.

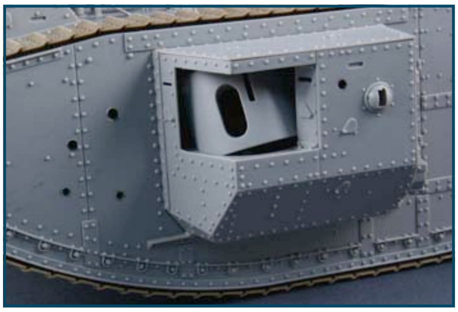


The exhaust was textured with Mr. Surfacer 500 thinned with lacquer thinner.

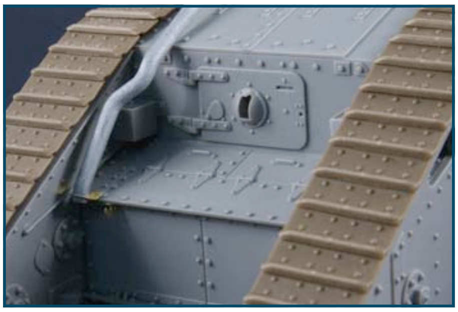


The front vision hatches were left cracked open to resemble the actual vehicle.

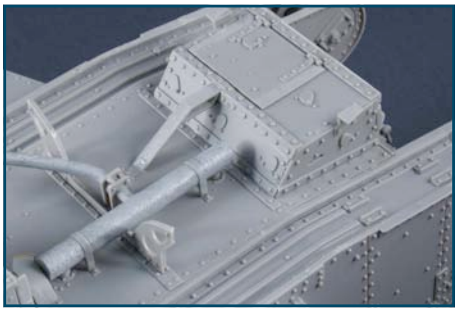
Reference pictures helped map the penetration marks on the side of the hull.



The penetrations were first drilled out and then a nail heated over a candle was used to create an irregular edge.

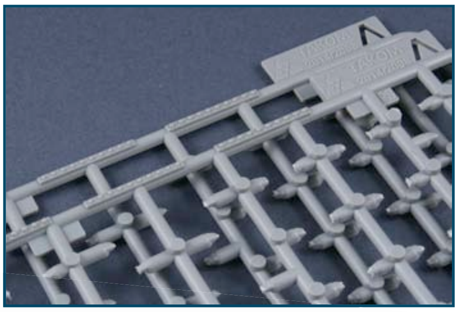


The large metal grate was left of the rear hull, but the mounting hooks were added.

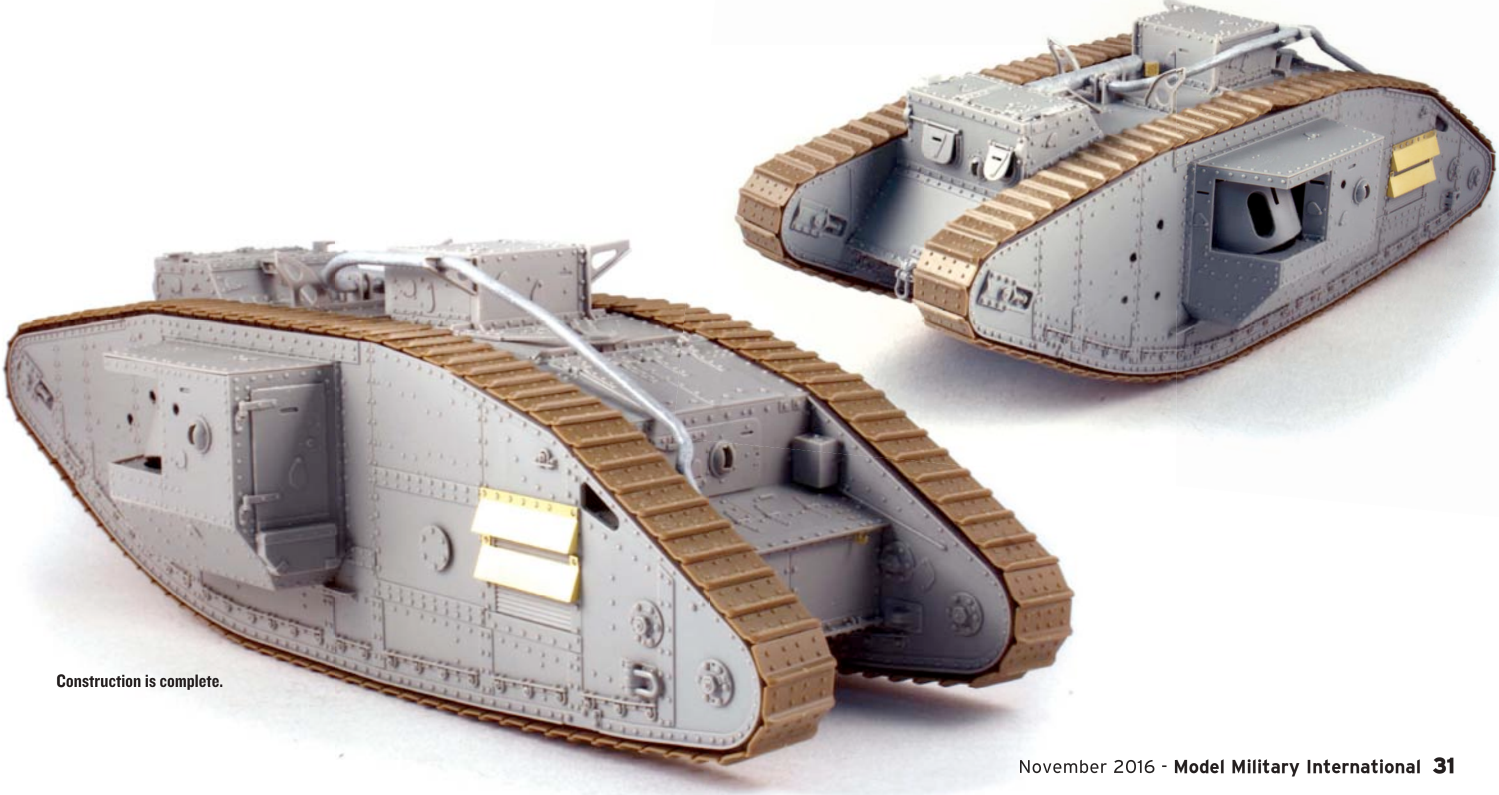


The exhaust was textured with several coats of Mr. Surfacer 500.

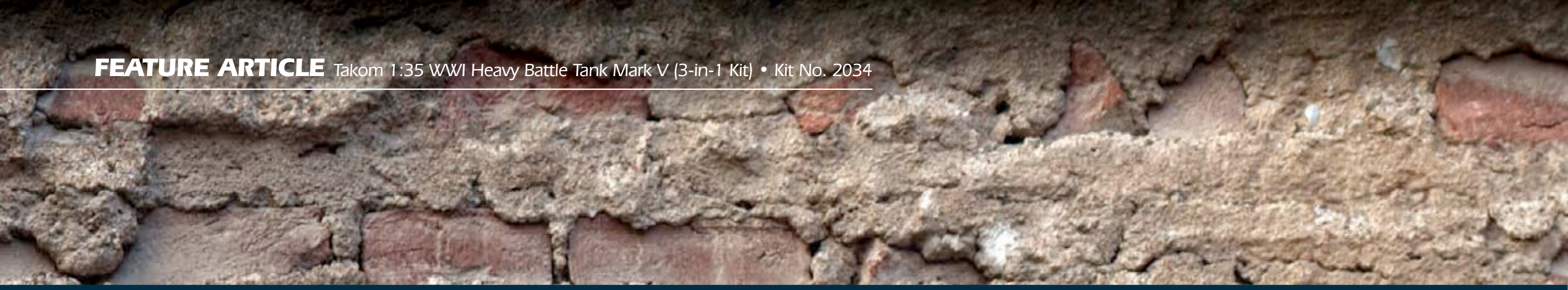
The tracks were incredibly easy to assemble and simply clicked together. After sanding off the small injection pin marks the total assembly and cleaning time was around 45 minutes.

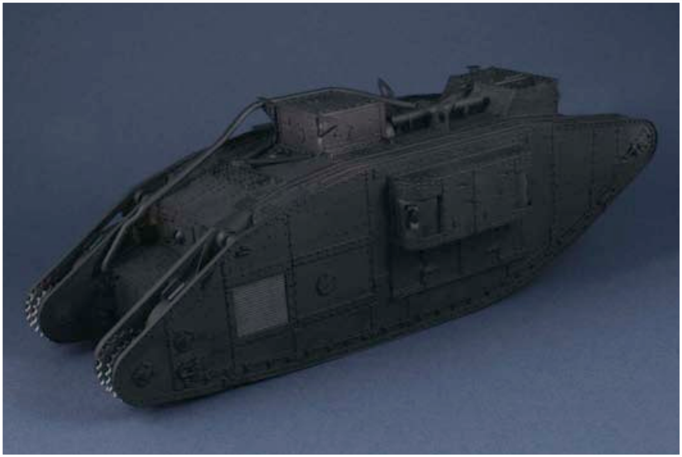


Before throwing away Sprue A be sure to clip off the extra bolts provided by Takom.

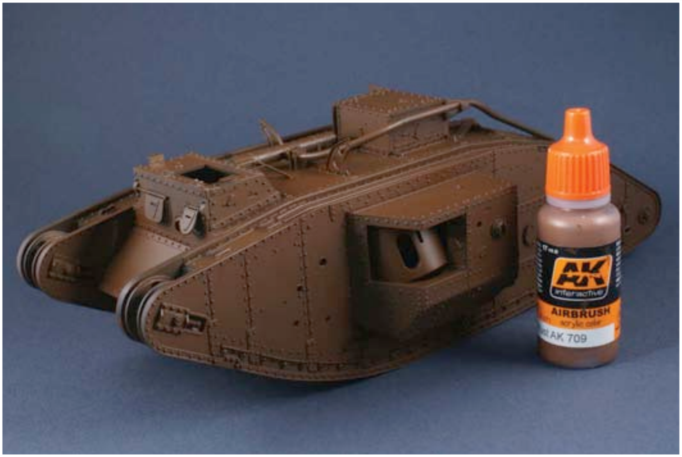


Construction is complete.

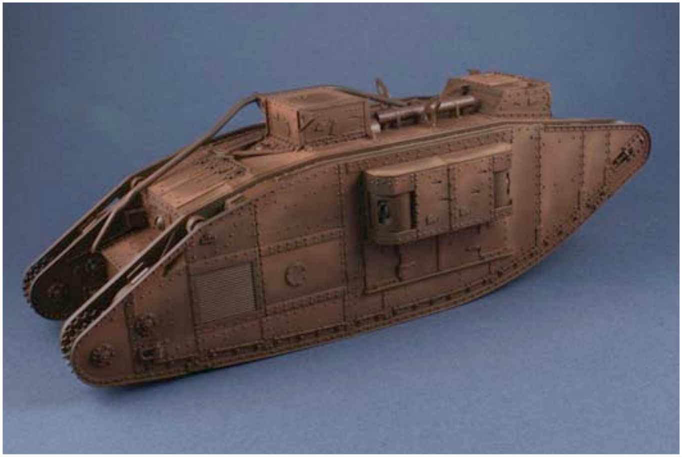




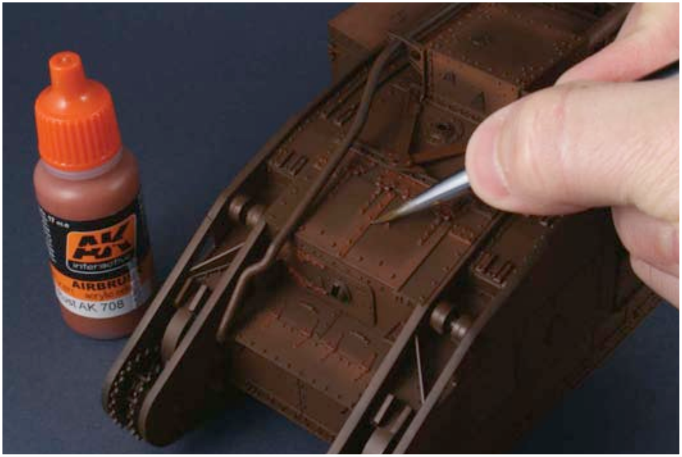
The first layer of paint added was the lacquer based aerosol black primer. I prefer to use a lacquer based aerosol for two reasons: ease of use (I don't have to clean the airbrush) and adhesion to the plastic.



To replicate the extreme wear of the actual vehicle a uniform layer of rust was airbrushed on using AK 709 Dark Rust. AK acrylics are water based, but I've found Mr. Leveling Thinner works best when airbrushing. The drying time is longer than if using AK's Thinner, but the finish is smooth as glass.



To break up the monotone undercoat I gave the model a modulated starting with airbrushing different tones of rust. This process went very fast with the help of an index card.

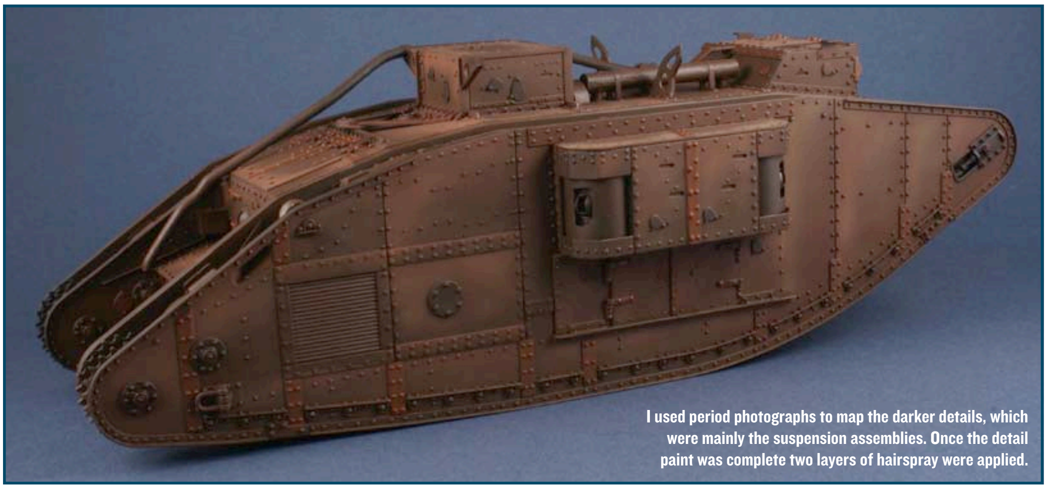


Smaller details were picked out with a brush and multiple rust colours.

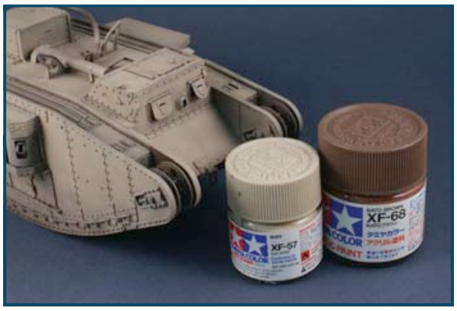
The kit can be broken down into four major subassemblies: centre hull, left and right sponsons, and tracks. Assembly began on the centre hull; all of the panels lined up perfectly and were attached using Tamiya liquid cement. Mould lines were seldom on the large panels and all of the armament was left off making assembly a breeze. Next, 108 road wheels and 54 connection rods were removed from the sprue. Luckily no cleanup is required, all will be hidden by the tracks. After gluing two road wheels to every rod the small wheel assembly was placed into its corresponding hole on the hull side plate. It was a bit tricky to get 54 pins to line up for the other side. After a few tries I was able to complete both sides. At the same time the male and female exterior gun compartments were built, but I left off the sponsons until later.

With both sponsons complete it was time to mate them to the centre hull. Tamiya liquid glue was used to attach the subassemblies and cyanoacrylate (CA) glue was applied to the interior joints to strengthen the bond. Next, the gun compartments and exhaust pipe were attached. Mr. Surfacer thinned with lacquer thinner was stippled onto the exhaust to create a subtle texture. Lastly, photo-etched (PE) hooks and exhaust mounting bracket were attached with CA. At this point the only thing missing from the model was the tracks. The tracks contained the kit were a joy to build, they simply clicked together. A small demarcation is on the exterior face of each track, but a few swipes with a sanding stick took care of the blemish. In total the tracks took about 45 minutes to assemble and clean, a new record for me.

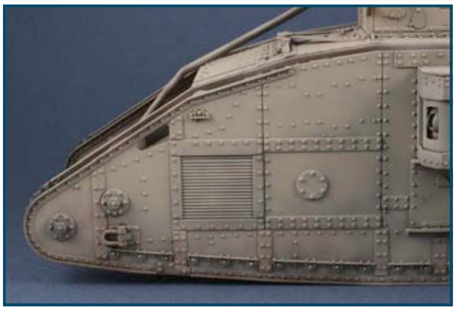
For primer I used a generic brand of black lacquer paint sprayed from an aerosol can, which keeps me from cleaning the airbrush. After letting the black paint cure overnight I turned my attention to the rust tones that would be applied before the khaki brown base coat. I choose



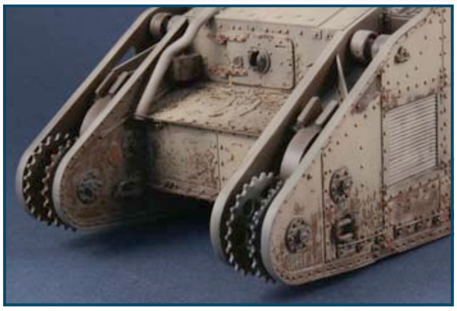
I used period photographs to map the darker details, which were mainly the suspension assemblies. Once the detail paint was complete two layers of hairspray were applied.


XF-57
XF-68
NATO BROWN

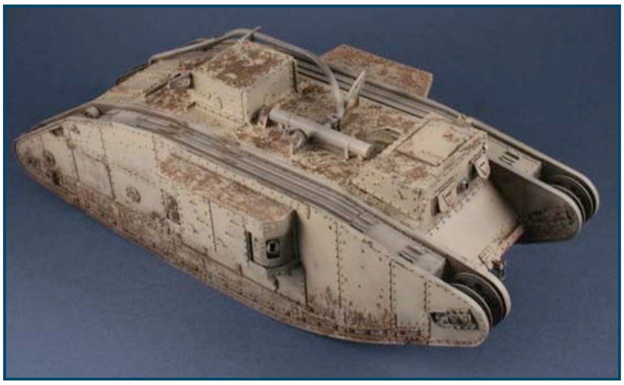
The faded khaki brown coat was a mixture of Tamiya XF-57 Buff with a few drops of XF-68 NATO Brown.



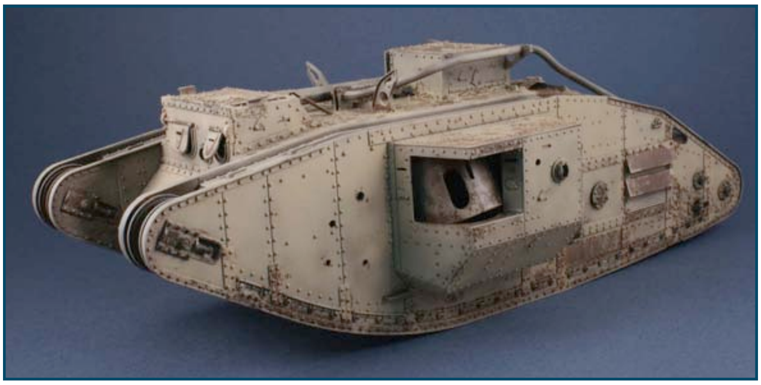
The lower vertical and horizontal surfaces were lightly airbrushed leaving the areas less opaque in preparation for paint removal.



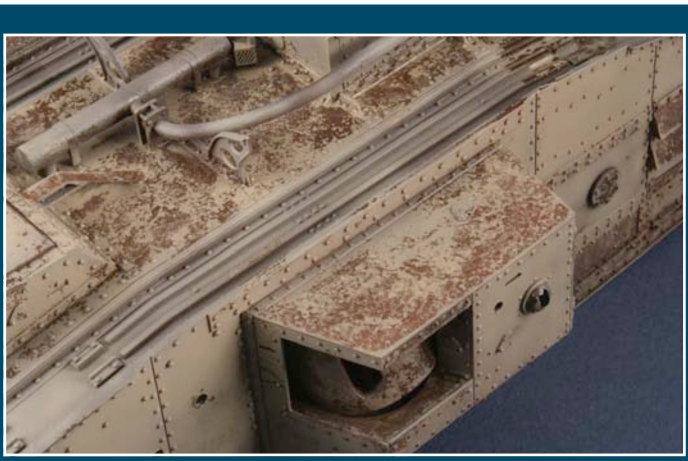
I worked one panel at a time by adding water while using soft bristled brush to remove the top coat of khaki brown.



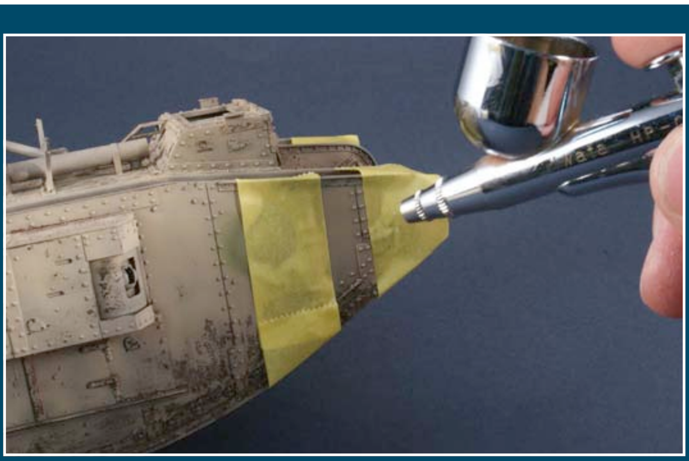
It is important to work panel by panel.



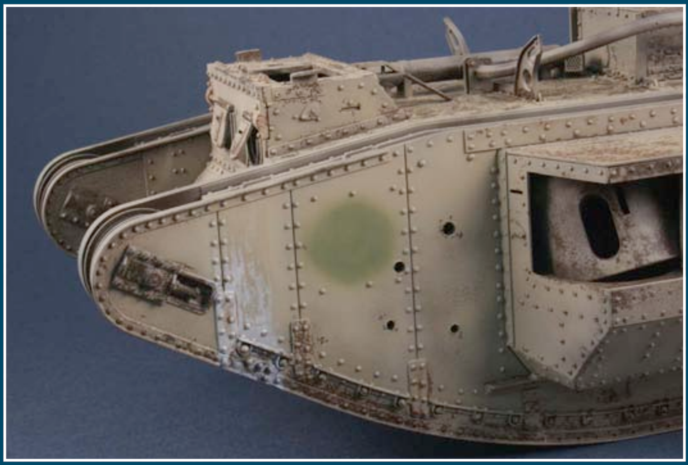
If you try and do the whole model at once the hairspray will react before you are able to remove the paint and the result will be disastrous.



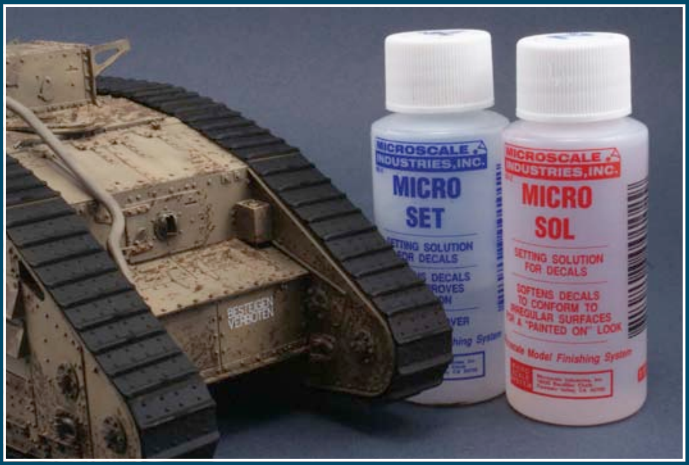
More detail of the hairspray effect.



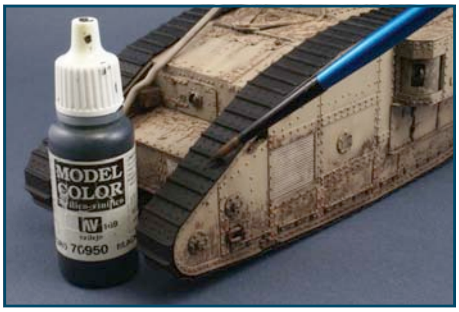
A unique feature of the two vehicles was the remnants of the original British markings. Each side had a very large vertical white stripe and olive green circle.



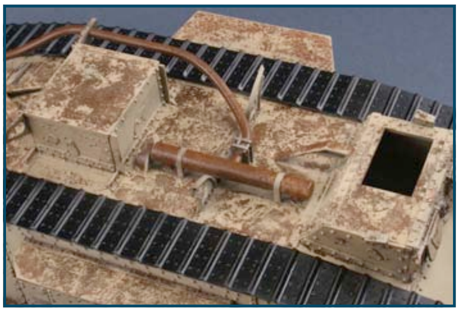
Each marking was airbrushed on, but the white stripe area received a layer of hairspray prior to paint. After the white was airbrush on it was removed to replicate the actual vehicle.


BESTEIGEN VERBOTEN
MICROSCALE INDUSTRIES, INC.
MICRO SET
MICROSCALE INDUSTRIES, INC.
MICRO SOL
SETTING SOLUTION FOR DECALS

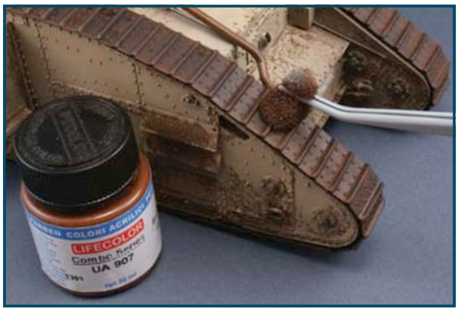
The only decal used from Takom was the warning sign on the rear of the vehicle to keep curious children off.



The tracks were primed in flat black lacquer paint prior to mounting. Another coat of black, this time Vallejo acrylic, was used to touch up where the primer missed once the tracks were wrapped around the sprocket and idler.



Modelling is all about trial and error. This time I found an error in my ways. I tried to use the hairspray chipping technique on the tracks, but the result turned out to nothing like what I wanted.



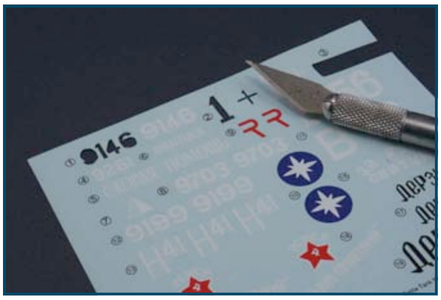
I sponged on LifeColor Burnt Rust to cover up the failed hairspray chipping. The paint was thinned 50/50 with water prior to application.

◀ a combination of AK Interactive and Life Color rust tones, the first colour airbrushed was AK 709 Dark Rust to form the basecoat. Next, Life Color UA 907 Burnt Rust was used to modulate the rust finish to add variance to the large panels. Photographs show that both Mk. Vs had various discoloured details and areas of wear. For instance, the sprocket and idler mounting points were darker and appeared to be caked in grease. Following the photographs and using a bit of artistic license I brushed on multiple shades of rust to depict the unique appearances.

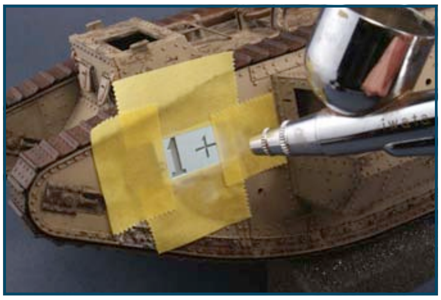
LESS IS MORE

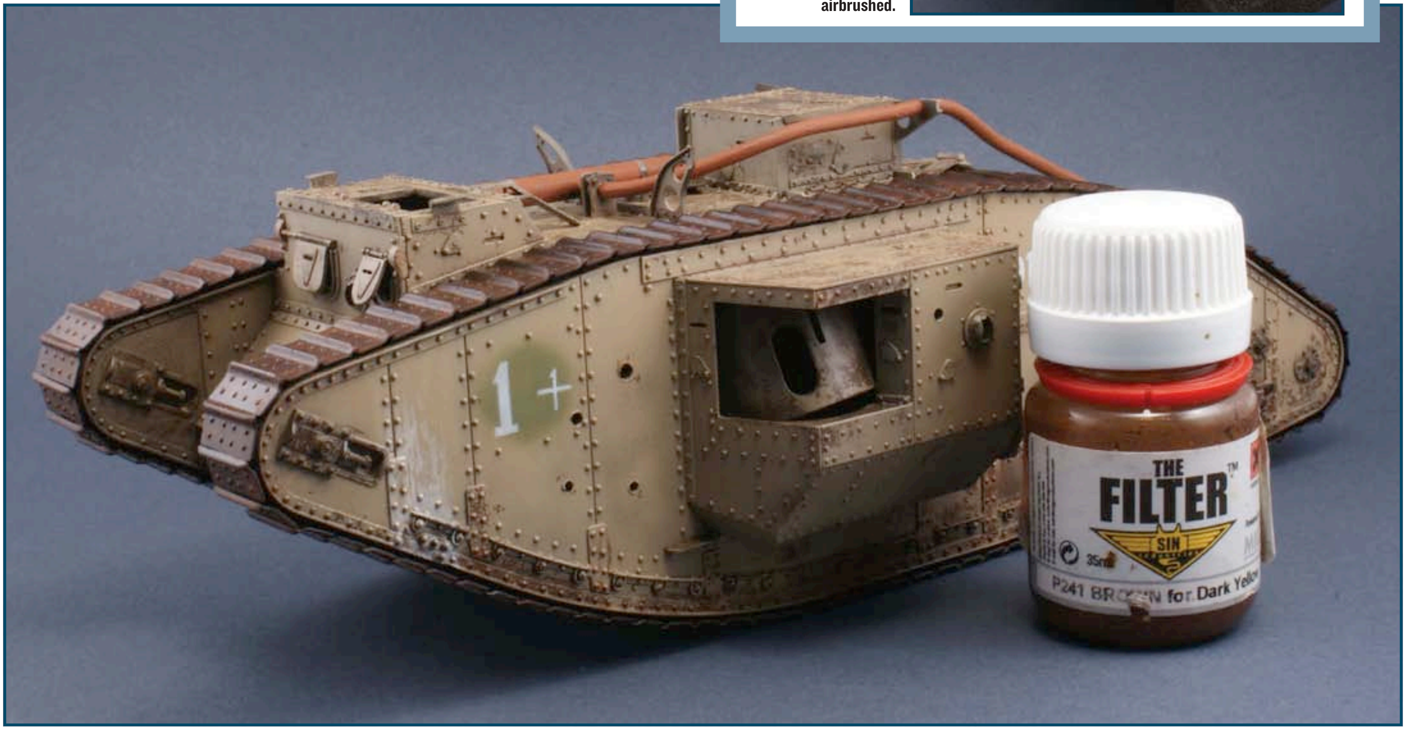
The hairspray technique was used to depict the extreme wear that occurred over 30 years. The process began by applying two coats of hairspray to ensure the entire model is covered. Tresume Extra Hold Is the only type of hairspray I have used, because it is the only can I have ever bought! It is over four years old and has been used on a dozen or so models. After letting the hairspray dry for about two hours I applied the khaki brown base color, which was Tamiya XF-57 Buff with a few drops of XF-68 NATO Brown. The mix was thinned 1:1 with Tamiya X-20A Thinner. The base colour was slowly airbrushed onto the model. When applying a basecoat over hairspray less is more. If heavy coats of paint are applied it will cause the hairspray to react and ruin the finish. In areas of extreme wear only a light basecoat was applied, and the upper surfaces of the vertical plates received thicker coats of paint. ▶

After thinking about how to achieve the faded look of the original vehicle markings I decided to use the Takom supplied decal sheet as a mask. A new Xacto #11 blade was used to cut out the vehicle and unit numbers.

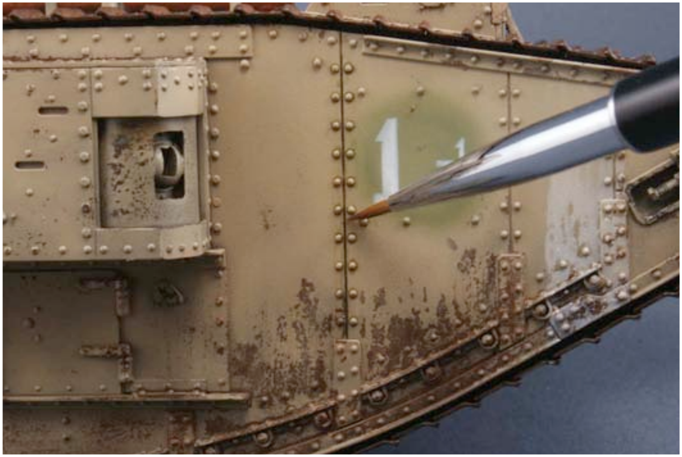


The mask was held in place with Tamiya tape while the markings were airbrushed.

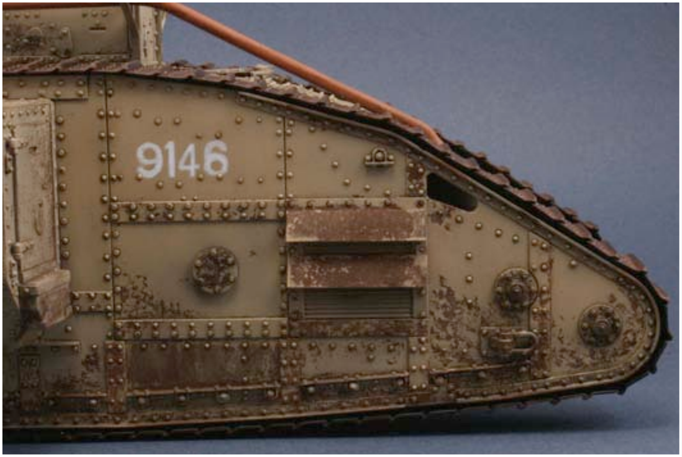




The basecoat was very similar in appearance to German dark yellow so I decided to use a Sin Filter Brown for Dark Yellow Vehicles. If the filter is not allowed to dry for 24 hours the wash may attack the finish and ruin the effect.



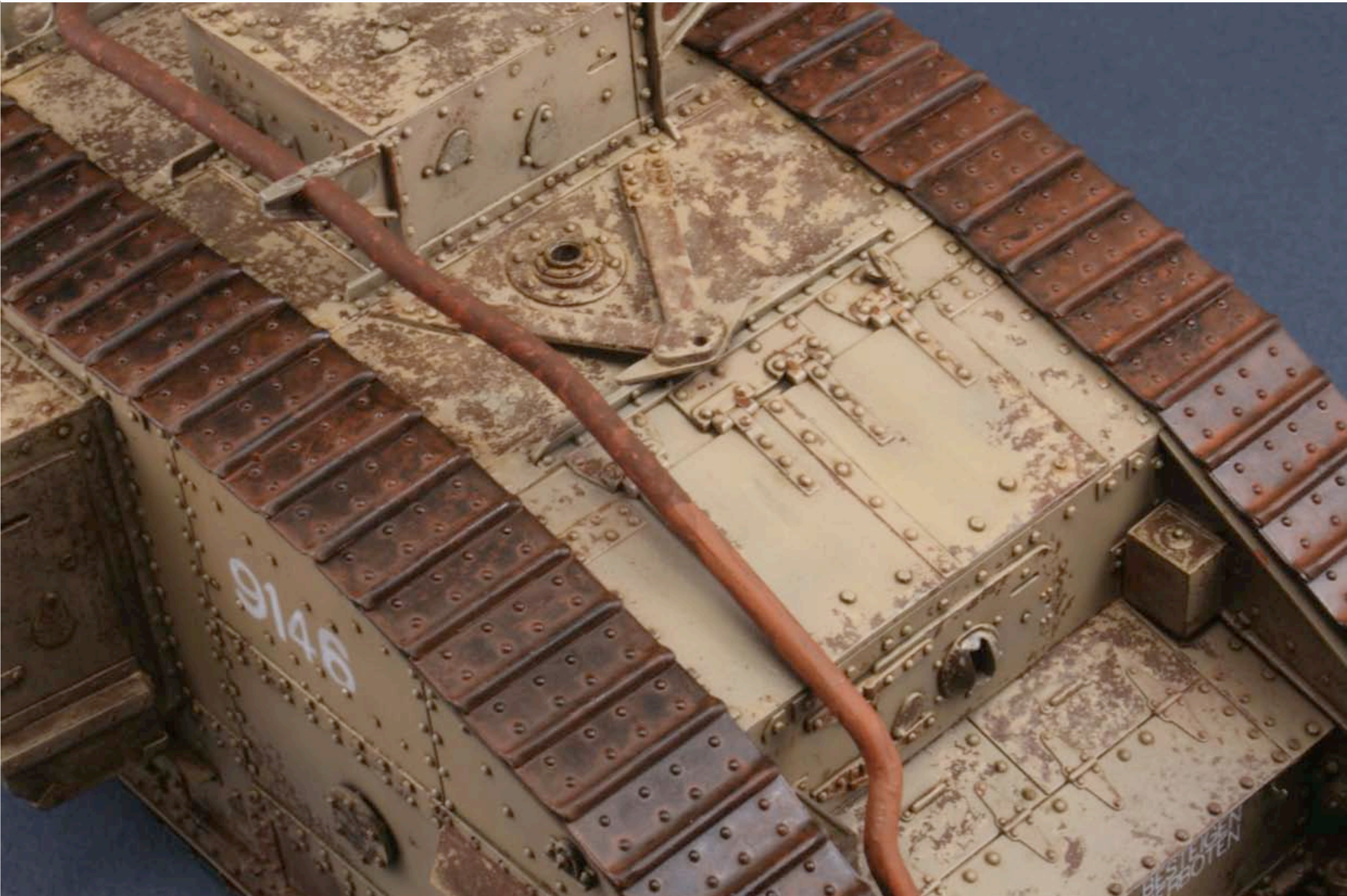
Another bottled weathering product was used for the pinwash. I find these weathering products incredibly easy to use and take the guess work out of what colour wash should I choose.

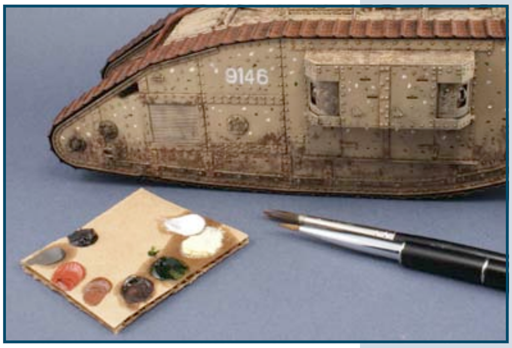


The Mk V's riveted hull is perfect for a pinwash.

> **"The faded paint and battle scars allow a modeller to use their artistic license to fullest extent..."**

Every detail pops and draws attention.





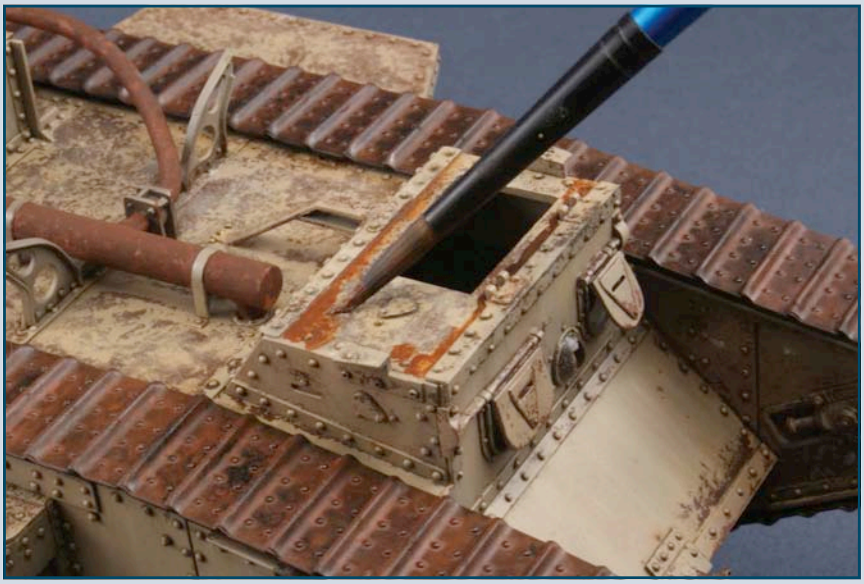
In addition to the traditional filter I added a dot filter with various shades of oil paints. The lighter colours were applied near the top of the vertical surfaces and was drawn down to further enhance the modulated finish.

◀ PANEL BY PANEL

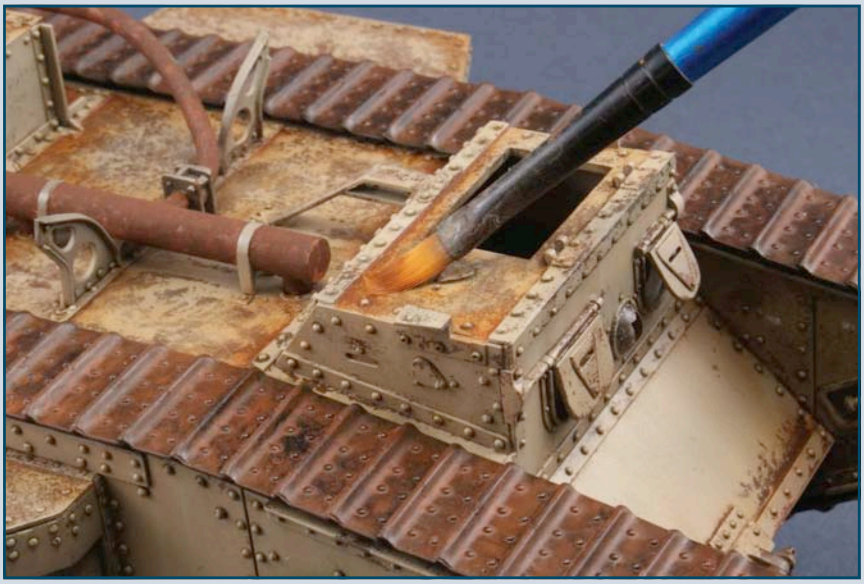
Immediately after airbrushing the basecoat the chipping process began, multiple brushes and tools were used to create different wear patterns and scratches. I prefer to use a soft bristled brush on the areas where I want to create a gently worn finish such as the inner walls at the rear of the vehicle. Starker chips were created using a stiff bristled brush, sharpened toothpicks, and the end of Tamiya paint stirring stick. During this process I worked one panel at a time. The hairspray begins to react immediately with the water making it impossible to work on the entire model at once.

MARKINGS

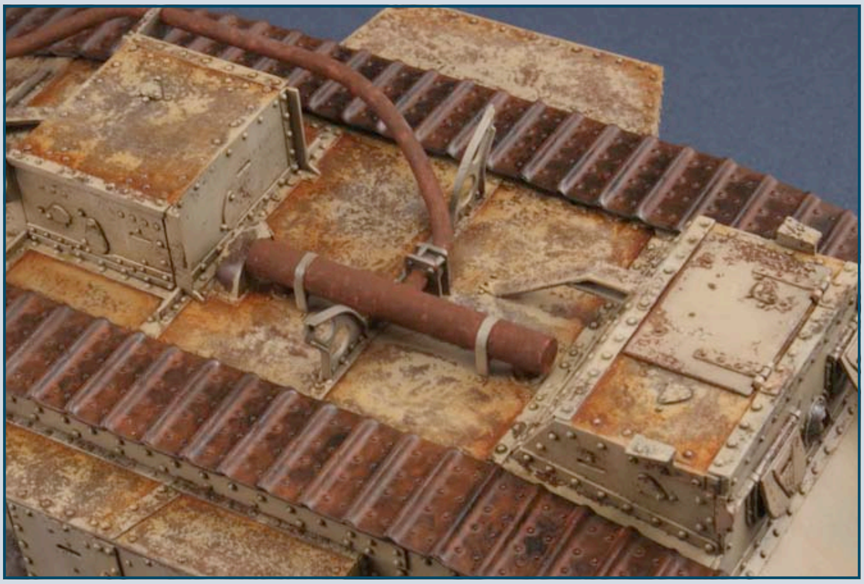
Takom provides excellent water slide decals, crisp and colourful. However, by 1945 the original British vehicle markings had faded dramatically. To replicate the worn colours the decal sheet was used a template. Using a new #11 Xacto blade the forward and rear numbers wear cut from the sheet. Next, the templates were attached to the model using Tamiya tape and airbrushed with heavily thinned white paint. The large white bands were first masked using Tamiya tape followed by a coat of hairspray. White paint was then applied over the hairspray. Lastly, water was applied to start the chipping process. The only decal used from the kit was the BESTEIGEN VERBOTEN, photographs show the letters crisp and unworn when compared to the rest of the vehicle. At this point the model received a coat of X-22 Clear in preparation for weathering. ▶



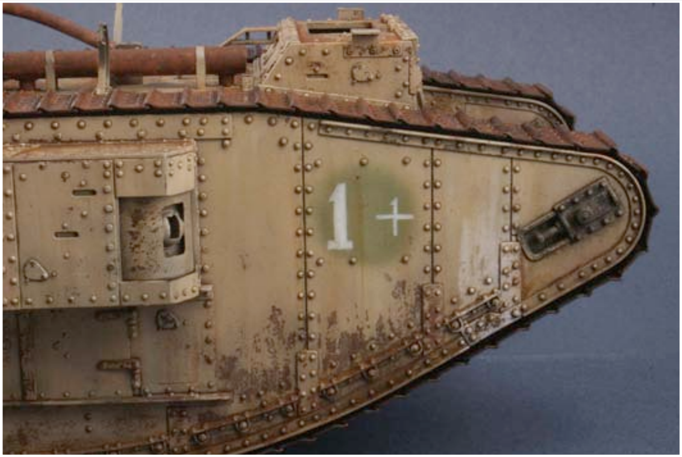
Part of my research was to look at museum tanks to see how rust forms on horizontal surfaces.



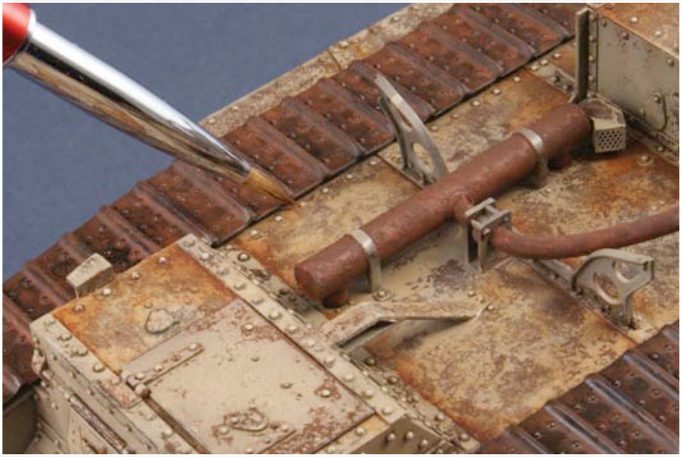
I found that rust tones were more vibrant at the joining of plates and slowly faded out. To accomplish this effect I applied oil paints to the panel edges.



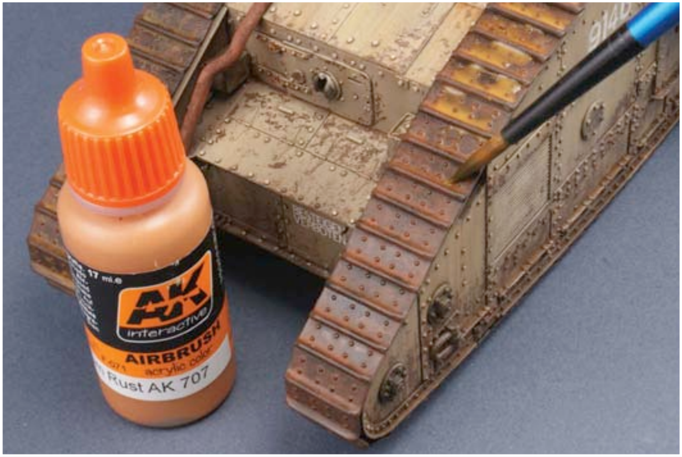
Next, I used a dry flat bristled brush and blended the rust onto the surface.



Oil paints were used to deepen the shadows around some of the larger plates. Specifically, Black oil paint was added to the idler adjustment assembly to replicate the appearance of the actual vehicle.

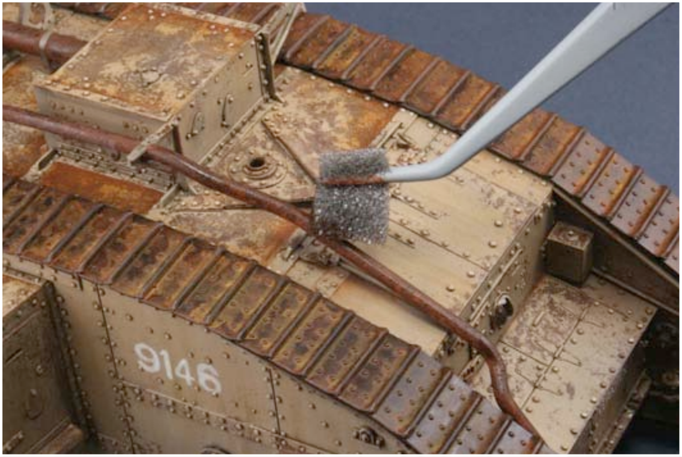


During the weathering process rivets were covered and lost when I added the rust tones. To bring them back I used the base colour to pick them out.

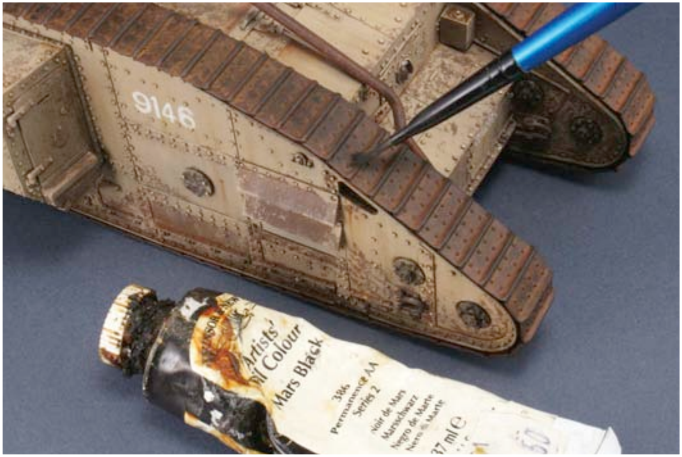


AK interactive
AIRBRUSH
acrylic color
17 ml.e
Rust AK 707

At this point the tracks were dull and needed a brighter rust to liven them up, which was accomplished with a wash of AK Medium Rust. The bright rust was an excellent complement and dried similar to how real rust would.

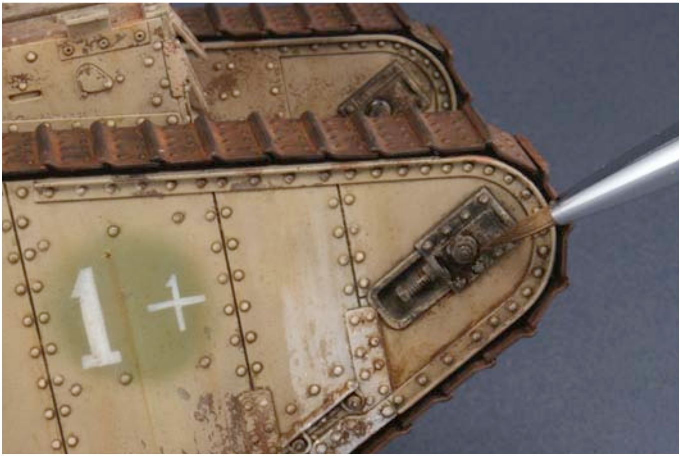


To finish off the exhaust another layer of darker rust was added.

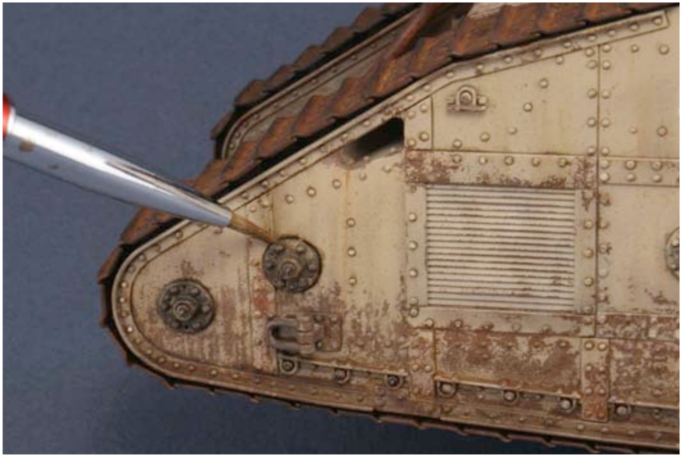


Artists' Oil Colour
Mars Black
386
Permanence AA
Series 2
Noir de Mars
Marsschwarz
Negro de Marte
37 ml

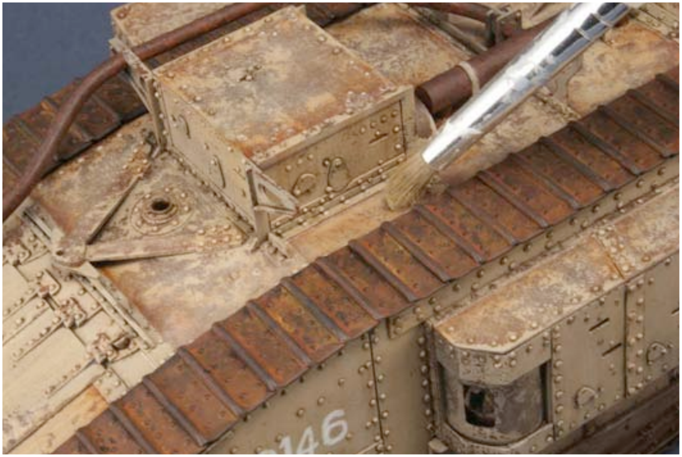
I stayed away from bright gun metal when I attended to the tracks and simply dry-brushed them in black oil paint.



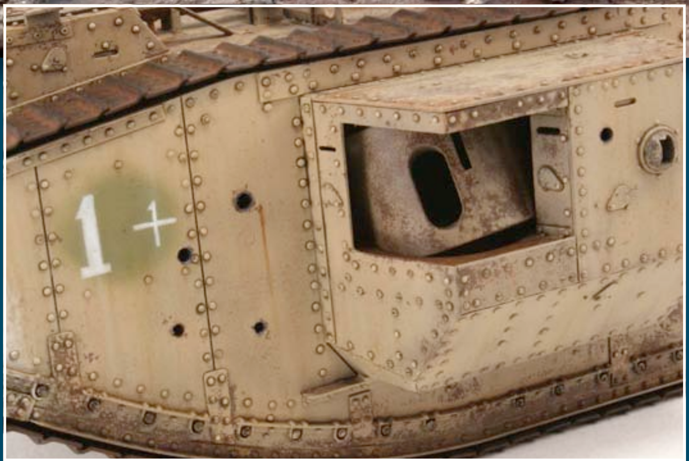
Grease was added to several running gear components using AK's Engine Grease mixed with Windsor & Newton Mars Black.



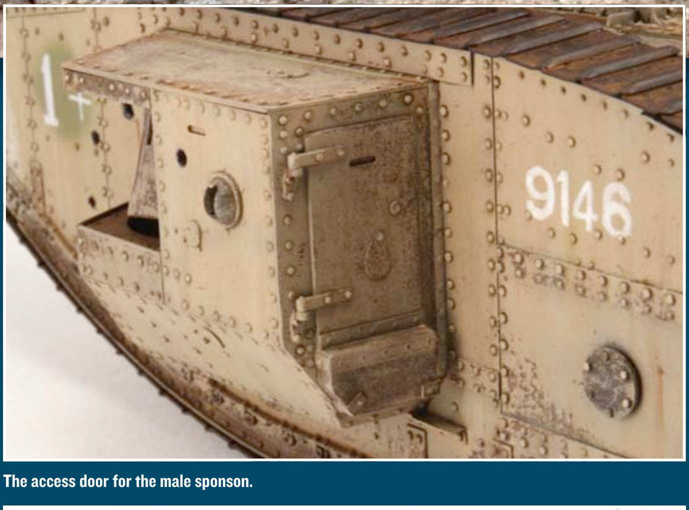
This toned down the glossy finish and added a deeper colour.



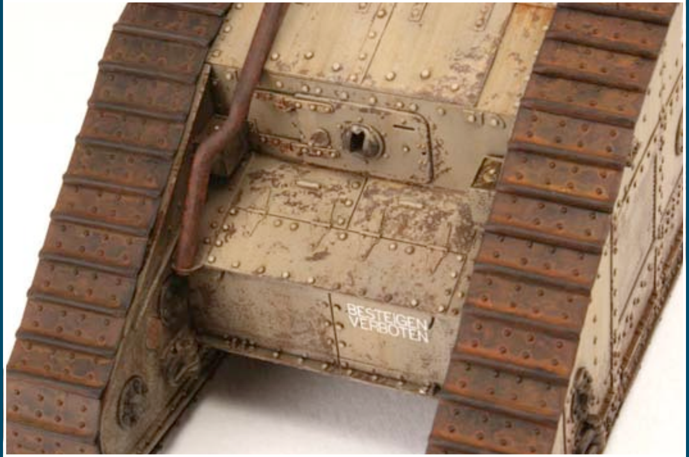
To finish of the Mk. V I added dry pigments, which were blended using a stumping motion.



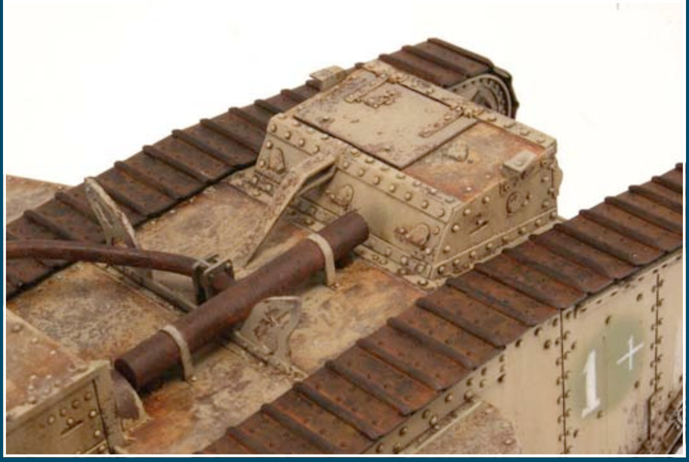
Detail view of the completed forward male sponson.



The access door for the male sponson.

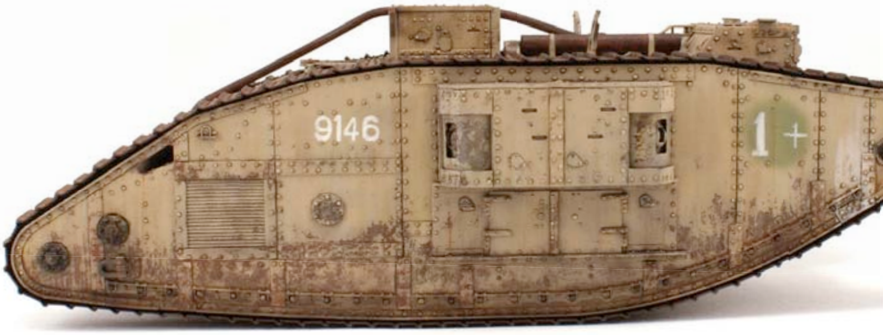


"Climbing Forbidden". Spoilsports!



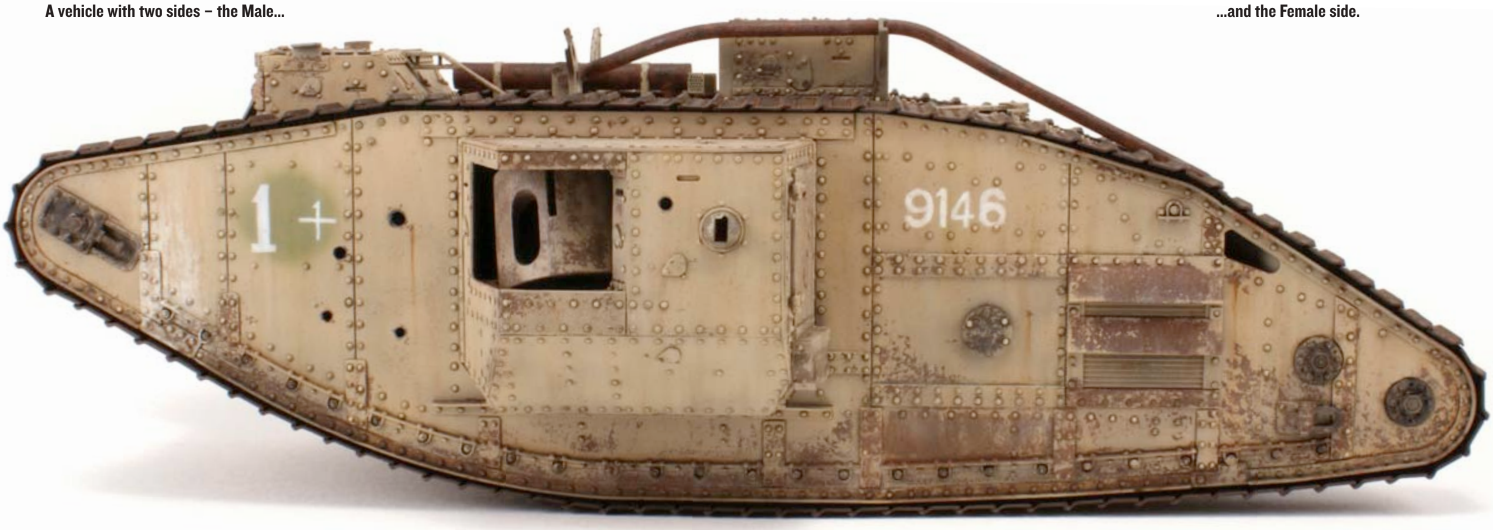
The rusty muffler.

> **"The Mk.Vs soldiered on for 30 years before finally meeting their end at the hands of the Russians…"**



A vehicle with two sides – the Male…

…and the Female side.



LAYER UPON LAYER

A bottled filter from MIG Productions was used to blend the models colours together and enhance its hue. A wide bristled brush was used to apply the solution, any excess pools were removed with a paper towel.

The filter was allowed to dry 24 hours before moving to the next step. I have found if the filter is not completely dry the wash can eat through the filter and ruin its intended effect. A pinwash of AK 300 Wash for German Dark Yellow was applied to all of the bolts and seam lines. Again, the model was set aside for 24 hours. Next, a dot filter was added to further fade the finish. Lighter colours were added to the top of vertical surfaces while darker colors were added to the bottom. I do not have a standard number of dots per inch method, it was more of an approximation. The dots were blended using a flat bristled brush moistened with mineral spirits: streaking was used on vertical surfaces and stumping was used on horizontal surfaces.

After referencing current museum vehicles that have sat outside for over 20 years I decided to add surface rust staining to the horizontal surfaces using AK 503 Light Rust oil paint. Bolts were picked out using the original basecoat colour to highlight the hull details.

Period photographs show large grease stains around most of the wheel assemblies. Winsor & Newton Mars Black mixed with AK 084 Engine Oil was added around the sprocket and idler mounts along with a few road wheels. Lastly, a layer of dust was added using AK 042 European Earth.

TRACKS AND EXHAUST

The tracks were hand painted with Vallejo 70.950 Flat Black followed by LifeColor UA907 Burnt Rust, which was applied with a sponge. Next, a wash of AK Interactive 707 Medium Rust, thinned with water, was added and allowed to dry overnight. Lastly, black oil paint was dry-brushed onto the raised details. To paint the exhausts I used a range of rust colours from LifeColor. They dried dead flat, and with multiple thin layers a worn exhaust pipe was created

THERE UNTIL THE END

The Mk. Vs soldiered on for 30 years before finally meeting their end at the hands of the Russians. Whether they were used in the last battle of the Third Reich or simply displayed as a war trophy is to be determined. However, one thing is for sure: they're a great modelling subject. The faded paint and battle scars allow a modeller to use their artistic license to fullest extent. I really enjoyed this project and I'm on the lookout for more abandoned vehicles to model. ■

Modelspec

Takom 1:35 WWI Heavy Battle Tank Mark V (3-in-1 Kit)
Kit No. 2034

Tools and Materials Used:

Tamiya Extra Thin Liquid Cement
Tamiya Tape
Tresume Extra Hold Hairspray
Waldren Subminiature Punch and Die Set
Microscale Industries - Micro Sol, Micro Set
Iwata HP-C Airbrush

Paints and Finishing Products:

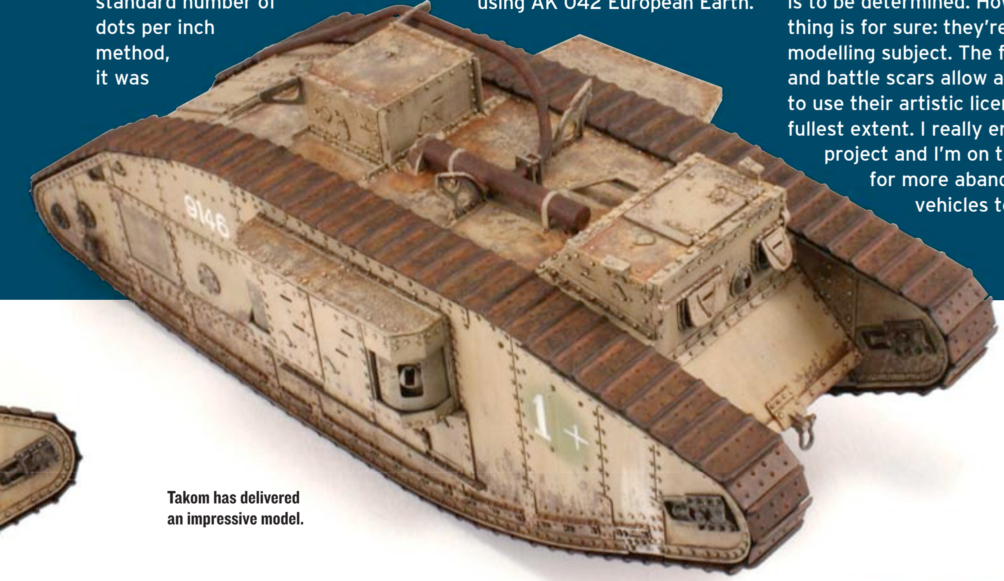
AK Interactive Acrylic Colors - Dark Rust, Medium Rust
AK Interactive Enamels - Wash for Dark Yellow Vehicles, Engine Oil
AK Interactive Pigments - European Earth
AK Interactive Oil Paint - Rust
Windsor Newton Oil Paints - Titanium White, Sap Green, Yellow Ochre, Vandyke Brown, Mars Black
Sin Industries - Brown Filter for Dark Yellow Vehicles
Tamiya Acrylics - Buff, Clear, NATO Brown
Tamiya X-20A Thinner
Mr. Color - Leveling Thinner
Vallejo Acrylics - Flat Black
LifeColor Acrylics - Burned Rust, Corroded Rust, Streaking Rust
Humbrol Enamel Thinner

✓ Easy tracks, ability to choose variants.
✗ Minor fit issues.

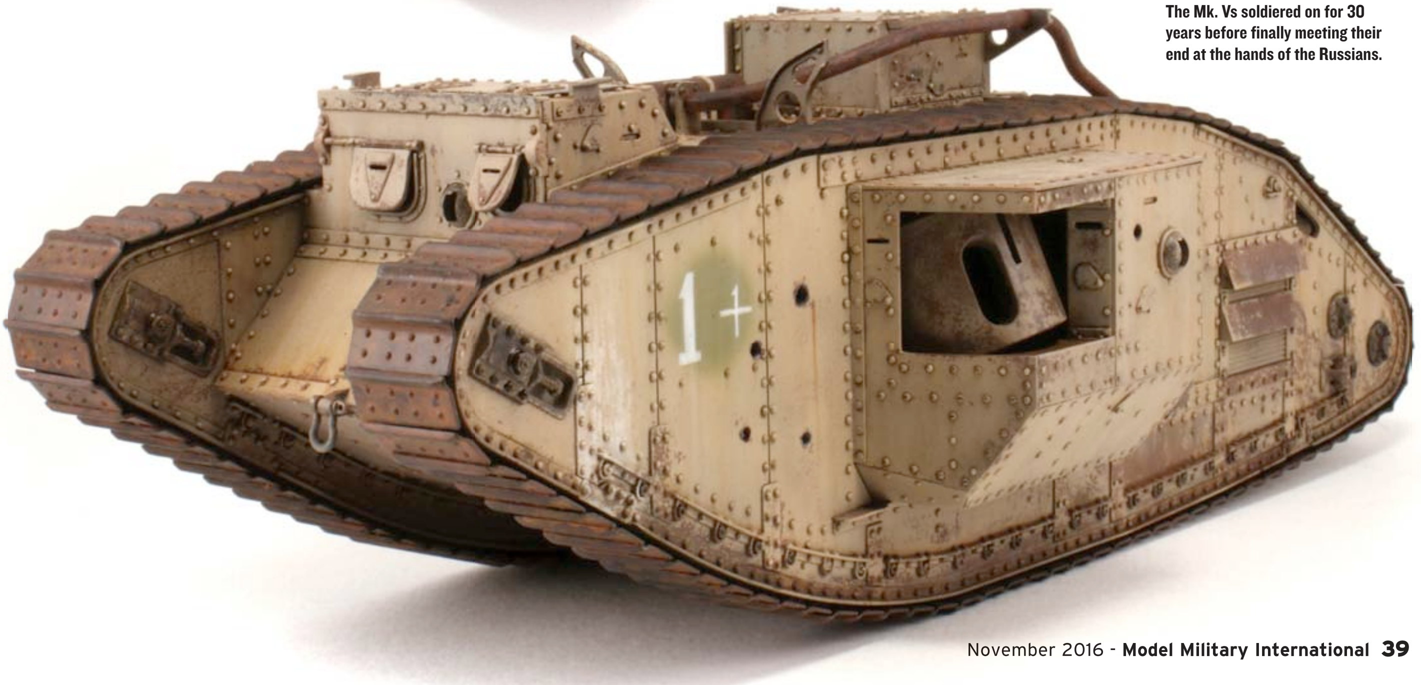
Available from

Takom kits are available from specialty hobby stores worldwide and online.

Rating ●●●●●●●●●◐



Takom has delivered an impressive model.



The Mk. Vs soldiered on for 30 years before finally meeting their end at the hands of the Russians.

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The 9 Piece Plastic Modelling Tool Set is ideal for plastic modelling and other craft & hobby applications, and includes:
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- Self Healing Cutting Mat - protects work surface and extends blade life.

The excellent Precision Craft Knife Set comes complete with a choice of 3 knife handles & 13 various blades, ideal for hobby, craft and professional tasks. The knives can perform fine angle cuts & precise trimming, cutting, carving, sawing, gouging & shaping. All packed in a handy storage case.

Includes:
Classic craft knife #1, Medium duty hobby knife #2 & Plastic handled craft knife #5

Blades to fit the #1 handle
- 1x General purpose curved blade #10
- 2x Classic Fine point blades #11
- 1x Scoring blade #16
- 1 x Chiselling blade #17

Blades to fit the #2 & #5 handle
- 2x Large fine point blades #2
- 1x Chiselling blade #18
- 1x Angled chiselling blade #19
- 1x Large curved carving blade #22
- 2x Deburring blades #24
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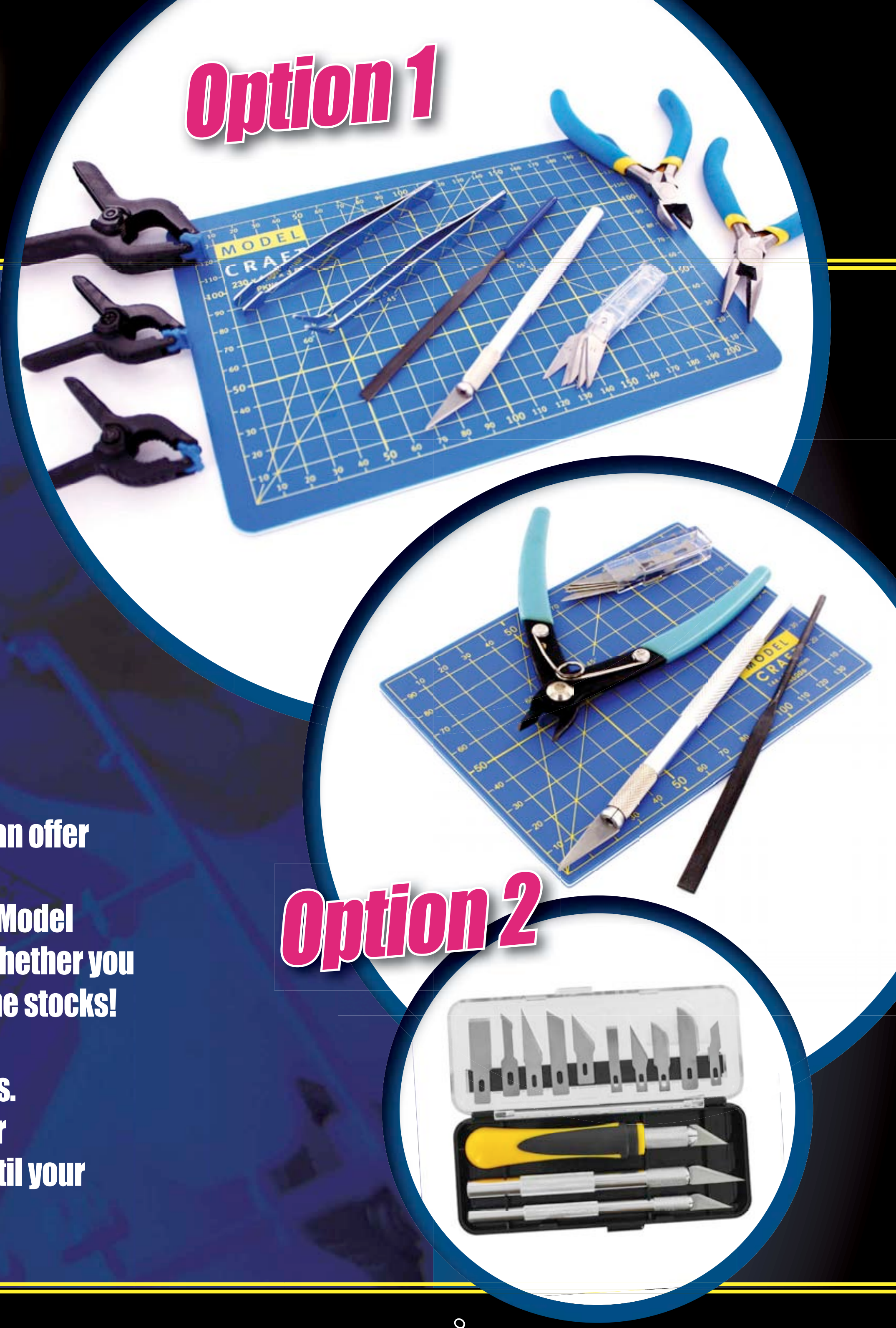

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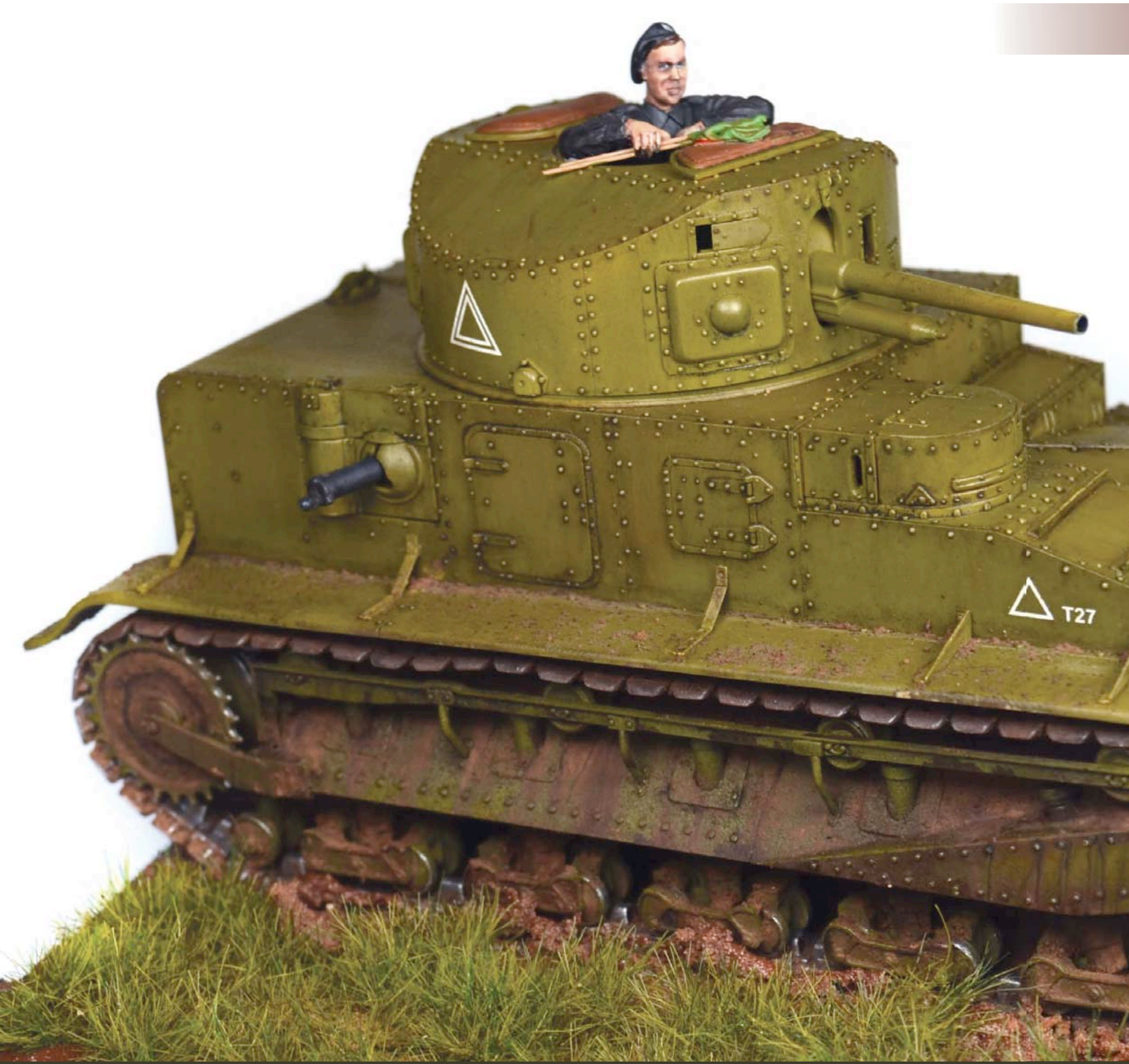


The moulding of several parts in the kit suffers from mould slip where the two halves of the mould have not been properly aligned.

This has to be fixed before you can proceed.

The bogies can be made fully workable.

The idler adjust parts are delicate, but assemble pretty much like the real ones.

INTERWAR MEDIUM

Chris Meddings improves the new Hobby Boss 1:35 scale Vickers Medium Mk.I.

I have long wanted to model an interwar British tank. For some years, various resin kits of variable quality have been available but I honestly never dreamed that we would see one in plastic, so I was very pleasantly surprised when news came from industry shows in 2015 that Hobby Boss would be releasing several versions of the Vickers Medium.

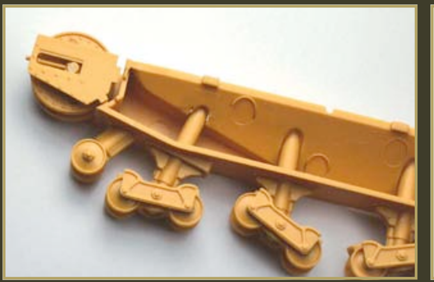
Their first release is the Mk.I. The real Mk.I was produced in very limited numbers. Only around 30 were built, and by the outbreak of WWII any still moving would have been relegated to training units and newly formed armoured units before they were issued their operational armour. However, along with its cousins the Mk.IA, Mk.II and Mk.III, the Vickers Medium Mk.I did play an important role in the development of Armoured Warfare Doctrine in the UK in the interwar period, a period that is almost completely forgotten by modellers.

From a modelling point of view it's an interesting subject due to its design, a hybrid between the Mk.IV and V of the Great War, and later more conventional tanks like the Cromwell and Sherman. It's also covered in details and rivets, which for me means plenty of opportunity for painting and finishing effects and fun!

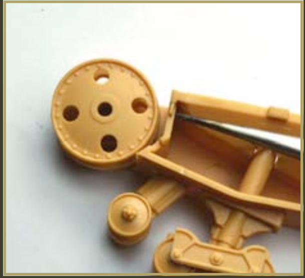
THE KIT

The kit comes on eight sprues of tan plastic and four sprues of brown styrene tracks, plus the upper hull and upper turret. There are no clear parts but there is a fret of photo-etch and of course decals. The photo-etch covers pretty much everything you would want for on the kit, and although the headlight covers have issues (we will come to that later), overall it's a comprehensive effort.

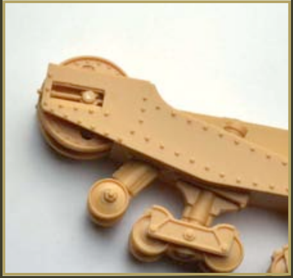
Instructions are pretty standard, with the familiar Trumpeter/Hobby Boss separate glossy paint scheme sheet, and a sheet of advertising for the kit you just bought (I never really got that part) and on the other side for other kits. The hull upper is in a separate section at one end of the box, with the decals and PE, separated by a card divider to protect them from collision with the other sprues. ▶



The inner idler horns do not fit thanks to the tabs and slots not lining up.



The solution is to remove the tab indicated here by my tweezers.



With careful assembly you can leave the idler adjuster free floating to allow you to adjust the track tension later.

The lovely Vickers MG. you will need to drill the buzzle though.

THE BUILD

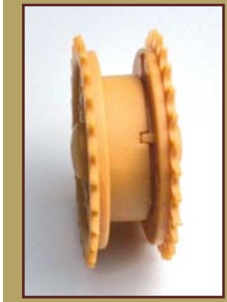
The build starts with the suspension and wheels. The idlers are pretty much fine but the sprockets need a 0.5mm shim on the inner drum, otherwise the pitch between the teeth is too narrow for the track. I made a ring by cutting a disc of the same diameter as the drum with a compass cutter, then cutting a disc from the centre of that with a diameter of around 2.5mm less.

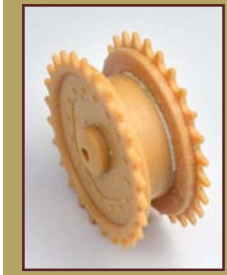
The bogies themselves are okay in detail but suffer from some annoying and difficult to resolve mould-slip. This is where the two halves of the mould have not properly aligned and are slightly offset. They require some considerable shaving with a new scalpel blade, and sanding, to make them true, and in their exposed position on the Mk.I, the fault is highly visible if you leave it unaddressed.

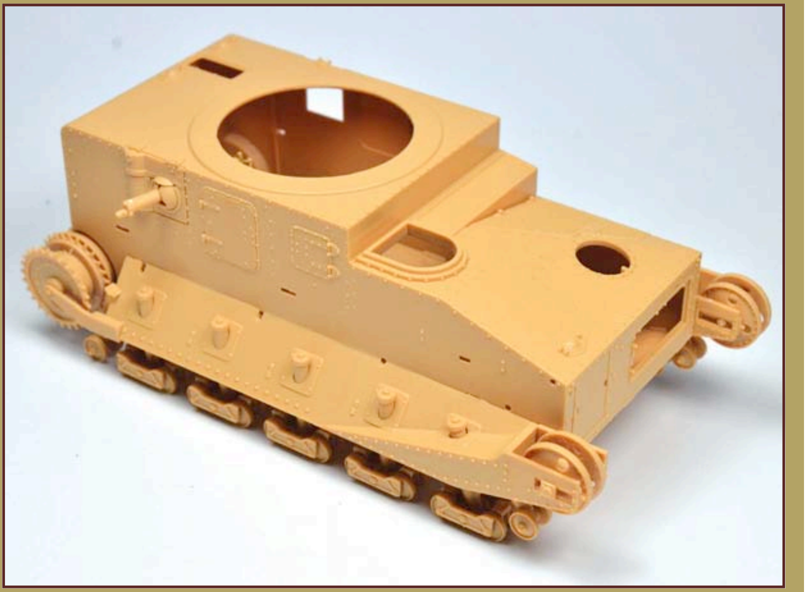
There are various options for the bogies and reference is thin on the ground so I looked up some Mk.I images on the net and took my best guess as the instructions give you no clues which versions go with what. Attaching the bogies to the sponsons was easy and I left the pivots for the wheel sections unglued to allow me to position them finally later. In addition, I did not glue parts B18 and C3 on the idler adjusters together. If you are careful you can leave these free sliding so they can be used to adjust track tension later. The key is in carefully gluing the C5 parts to part B18 without getting glue on parts C3, D13, D14, D19 or D12 (the rods and sponsons).

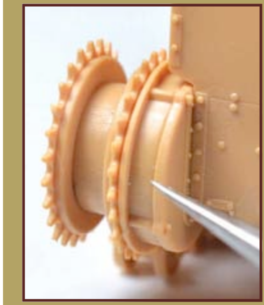
I experienced some difficulty attaching parts D13 and D14 due to incorrect design of the mating faces on D12 and D19. See the photos to see the part that needed to be cut out for these to fit.

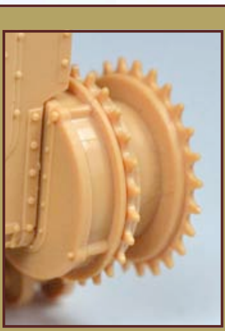
The next major stage is to put the hull itself together. The mating of the upper hull and its floor is easy, but take great care with parts A2 and A3, the recessed parts behind the sprockets. The location for these is vague and does require a couple of test fits if you want to avoid other issues later on, when they are difficult to overcome. At the same time you do this you are instructed to build the Vickers MGs that go each side of the hull. These are very nice, and come with great grip details. Which is strange as they will be invisible when the tank is assembled. But if you did plan to scratch an interior, at least these details are done for you.

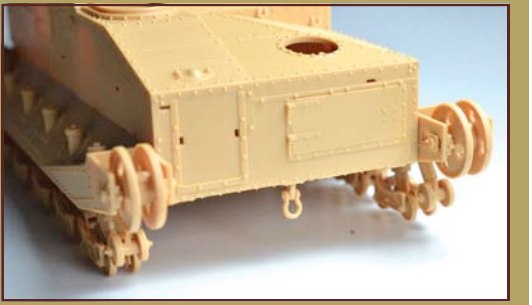


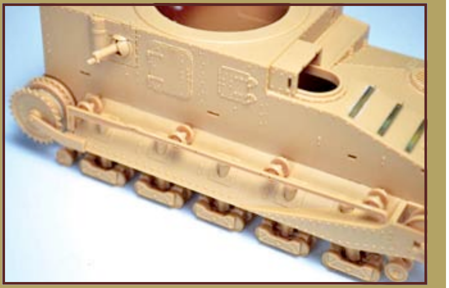


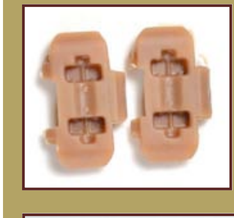


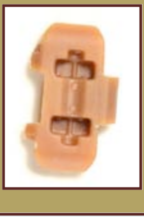


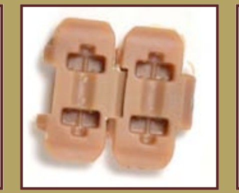




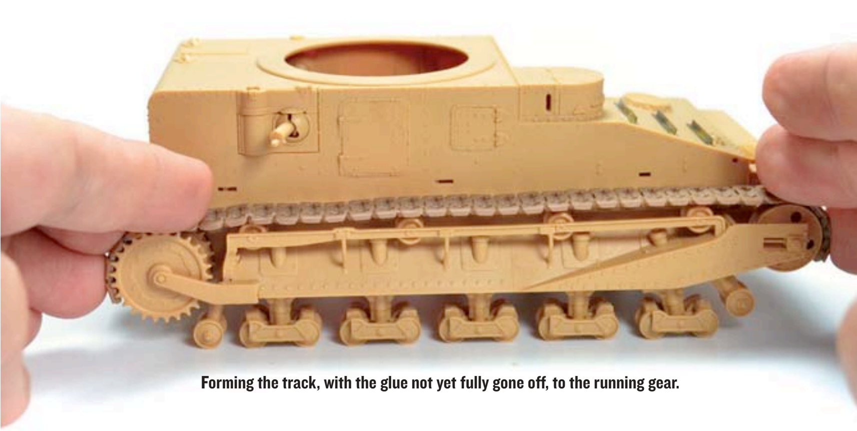




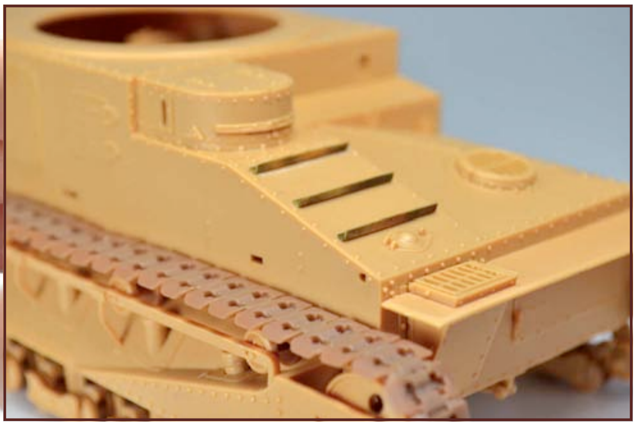




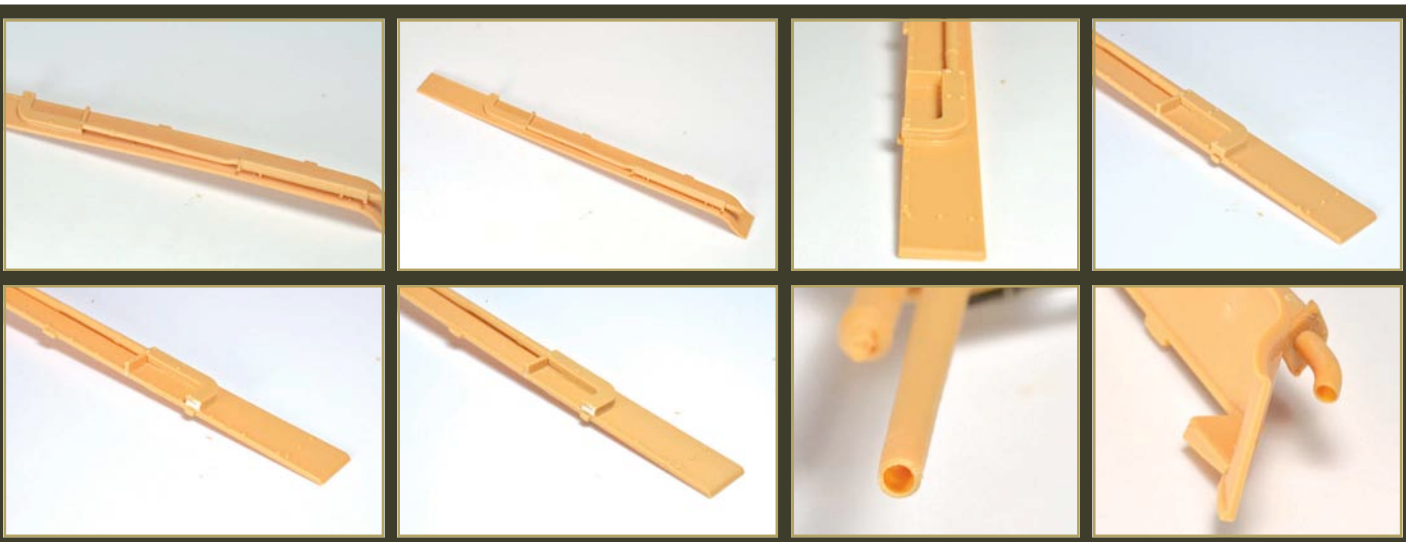
1. The gap visible in the Sprocket. You can cut the slot deeper, but then the pitch is too narrow for the track. **2.** The solution is to add a disc shim of 0.5mm. **3.** The hull and suspension is assembled. **4.** The final drives are the same part on two identical sprues, which means the locating mark for the grease nipples is in two different places. **5.** Shave the one at the bottom off the left one and locate the part at the top, like on the right one. **6.** The front tow hook magically appears in the instructions. You need parts C15 and C22. **7.** Annealing the brass parts. **8.** The overly thick drivers hood would need to be thinned if you chose to depict the drivers hatches open. **9.** The return rollers are very difficult to positively align. Make sure you fit the rails at the same time to assist you in getting them straight and aligned. **10.** Sadly the track just doesn't fit together. **11.** Remove around 0.5mm from each side of the 'mail' face of the track link (in the right of this picture). **12.** And it will now fit into the 'female' part of the next, as shown. **13.** Take care attaching the guide horns, the edges are delicate. **14.** The tracks were each assembled in two parts, shaped to the running gear and allowed to set then removed for painting.



Forming the track, with the glue not yet fully gone off, to the running gear.



The splash guards were annealed before folding to make them easier to bend.



1. The exhaust pipe is too long. Here the silencer (or muffler) is located in its locating holes and as you can see, at the other end the pipe is too long. You can either remove the locating pegs and move it all back, or trim the pipe as I did. **2.** After trimming it fits just fine. **3.** The part representing the cover over the exhaust outlet from the hull is also too long. **4.** Firstly I shaved off the two nuts that were straddling the area I needed to removed and saved them. **5.** Then I cut the extra off. **6.** Then I replaced the nuts I had removed further into the part. **7.** I drilled the barrel a little thinner and a lot deeper so you couldn't see plastic plugging it. **8.** I drilled out the out the exhaust for a more realistic thickness and depth.

Once I had the sponsons on, I dutifully added the front mudguard, part A18, as directed. This is very much overscale. My usual solution would be to make a new one, but if I did it would be much thinner than the side fenders and I was looking to build this one 100% out of the box in order to write this build review so I left it as it was. The same goes for the driver's hood which is very thick, but if you are depicting his hood doors closed, as the majority of modellers will, this doesn't matter. Stage 5 also includes the attachment of the return rollers. Sadly the slightly sloppy engineering of the kit rears its head here again.

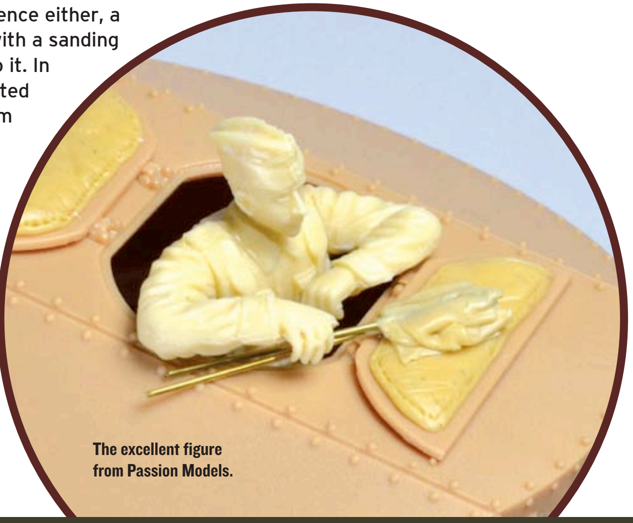
The fit of the supporting axles for the return rollers is not very positive at all. This means you can't be really too sure where they should stop when you push them into the hull and they tend to sag when you do. This is caused by the fact they don't have a pin on the end of a lesser diameter than the axle. If they did they would have a positive, square connection. The solution to this is to have parts D20 and D21 off the sprue, cleaned and ready to go so that you can attach them immediately to support the return rollers and line them up the right distance from the main hull. It helps if you also have the supporting rods for the rails, parts A20, A25 and C7 also ready to go to help you sit the rails as straight as possible.

Going back a little, you might notice in Steps 4 and 5 that the front towing shackle and its mount, under the lower glacis, have magically appeared on the drawing of the hull! These are not called out anywhere in the instructions, but I found them on the sprues; parts C22 and C15.

TRACKS

We come now to, what was for me, the most challenging and frustrating part of the build; the tracks. To start with you must remove each link from the sprue and clean up the attachment point. The plastic in which the tracks are moulded is harder than the rest of the kit and a little tricky to sand, so take care. After you've done this you have to attach the guide horn. These have delicate edges so take care again.

Now the real fun begins; the links don't fit together. The leading edge of each track, which you could think of as 'male', is too big to fit into the trailing edge (female) of the next link. It's not a small difference either, a quick swipe with a sanding stick won't do it. In the end I elected to slice 0.5mm of each side of the 'male' leading edge. Once this was done the track would work and I was able to assemble the runs. I made the runs for each side of the tank in two lengths; one along the top and over the sprocket and idler, and the other under and to the bottom of the idler and sprocket. I assembled each half run in sections of about 10 links, then softened the joints with a little Tamiya Extra Thin and placed them on the model and pressed then to shape to the running gear. ▶



The excellent figure from Passion Models.

The model ready for first paint.

The model was base coated with a mix of flat yellow and olive green.

The tracks were base coated with a mix of black white and aluminium.

Once they were fully cured I removed the shaped sections for painting later. Each side comprised 66 links.

At this point I made the decision not to attach the fenders until the area under them and behind the track had been weathered as these areas would be inaccessible once everything was fully assembled. However, I did remove them from the sprue and clean them up, as well as assembling the parts of the left fender with the exhaust. The exhaust had some fit issues. I tried several dry fits but it was just too long in the A12 exhaust pipe (at the other end from the silencer), and on the hull end of the exhaust cover, part A19. In both cases I need to trim some off for a good fit. I also drilled out the exhaust pipe for a better scale look.

WORKING WITH THE PHOTO-ETCH

The photo-etch is a little thick in places. It's okay for scale, but the fold lines are sometimes a bit too narrow for the thickness of the material (the thicker the material the wider the grooves for folds need to be etched in order to allow for easy folding). It therefore helps to anneal the brass to make it easier to use. I use a tealight for this. I hold the brass part over the flame with tweezers until it visibly changes colour to a lighter orange yell. You don't need to heat it until it glows, a common misconception. Just getting it nearly there is enough. I then immediately quench it in water for safety as it will be very hot indeed, but as soon as it's stopped hissing in the water (it only takes a second) it's cool enough to touch. Make sure you dry it though; water reacts with CA. Annealing was especially useful on the splash guards in front of the driver.

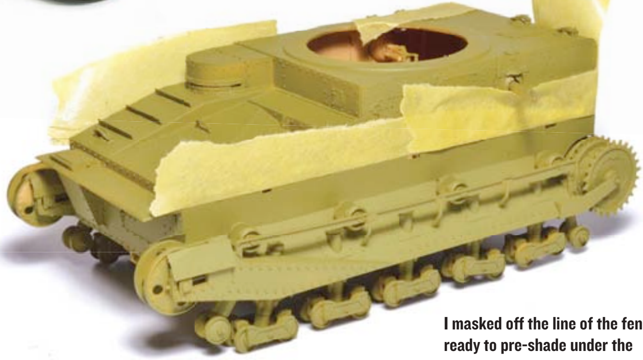
I started the turret by drilling out the gun barrel a little wider and deeper to better show it hollow. It is drilled out in the kit, but the hole is pretty shallow. The rest of the turret is pretty good, except the hatches. The instructions tell you to glue them closed, but being separate I thought it would be better to show them open and fit a commander. The Mk.I was not equipped with a radio so the commander was seldom inside the turret needing the visibility of being head and shoulders out, and needing to use his signal flags to take and send orders to other members of the tank troop or platoon. The hatches have no interior detail at all. I started looking around but could not find a clear picture of the inside of the hatches, so I decided on balance they probably had pads like every other British tank I've seen and added some. I sculpted them from my favourite Tamiya 2-part epoxy putty and while I was at it I made two signal flags (with brass rod for the poles).

At this point there were still a few small details to add, such as the headlamps and the photo-etched fender supports but I wanted to start the paint and weathering first so I could attach the tracks and fenders, so I cleaned everything up and broke out the airbrush.

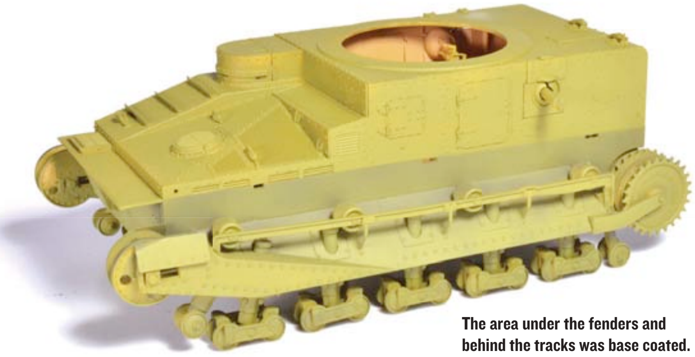
PAINTING AND WEATHERING

I started with a basecoat. I always mix my own colours and, knowing I was going to need more later on, I used an old Tamiya jar to mix it and store it. The mix I went for was: flat yellow (XF3), and Olive Green (XF58). I gave everything a good coverage with several light coats and let it fully cure for a few hours.

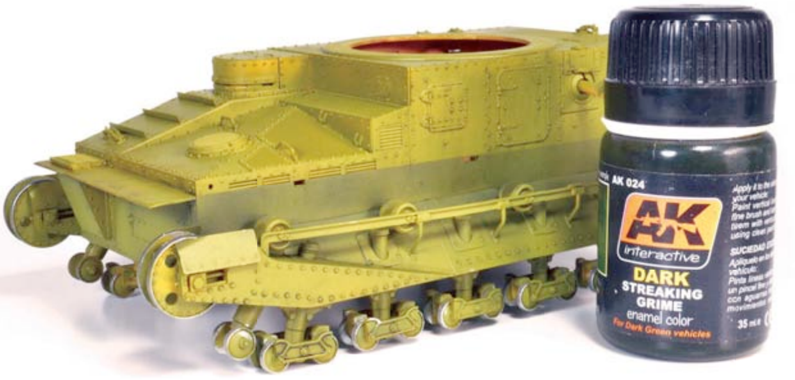
Once it had cured I masked off the hull at the fender line so I could



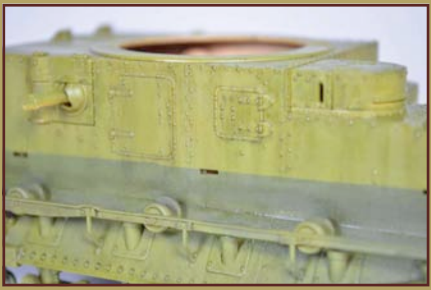
I masked off the line of the fenders ready to pre-shade under the fenders and behind the tracks.

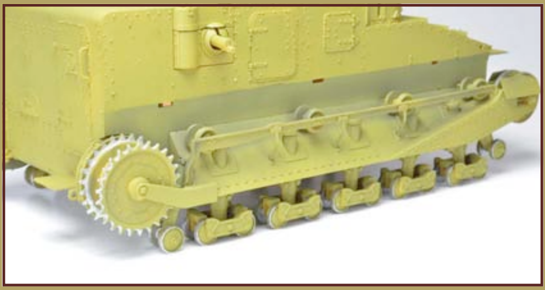


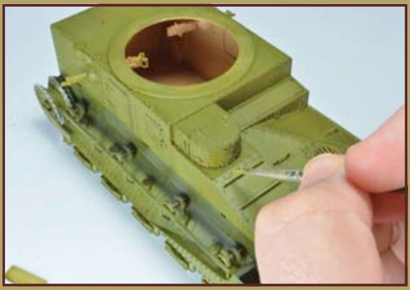
The area under the fenders and behind the tracks was base coated.

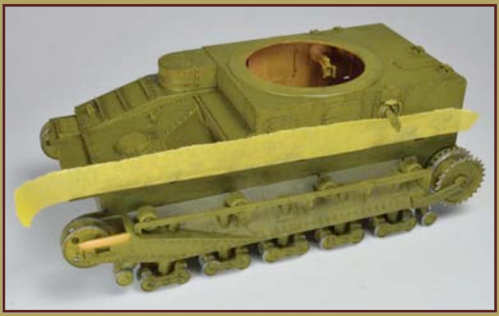


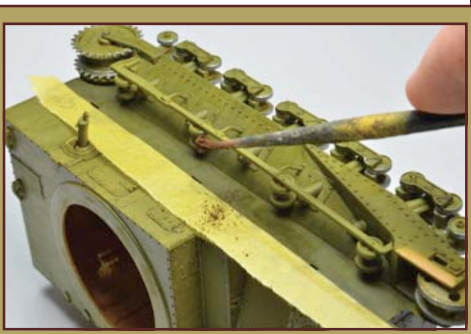
The whole model received several filters of AK Dark Streaking Grime.

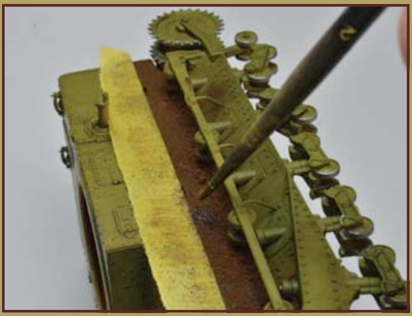


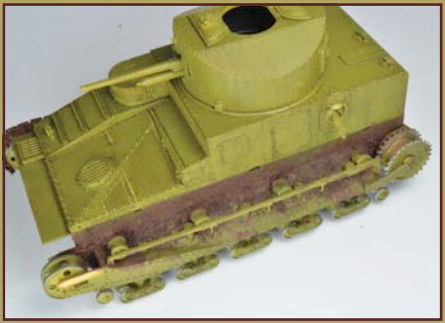


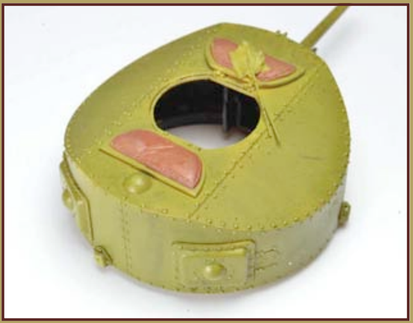


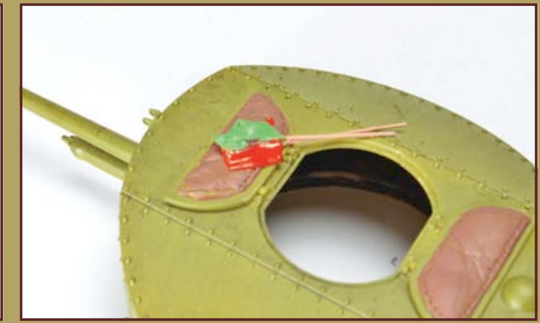












1. The effect may be seen here. **2.** The surfaces of the wheels that would meet the track were painted silver. **3.** After the filters, the details were picked out again with the base colour. **4.** The area under the fenders was masked off again ready for more weathering. **5.** Pigments were added dry by tapping them from an old brush. **6.** Pigment fixer was carefully added using capillary action. **7.** The pigments were built up in several applications till I had the effect I wanted. **8.** Hatch pads were added from Tamiya 2 part epoxy and painted with Vallejo wood brown mixed with flesh. **9.** The signal flags were painted red and green (they were matt, but in the picture the paint is wet).

weather under the fenders without it getting on the area about the fenders. I mixed up a darker version of the base-colour and misted it on the area behind the track concentrating it on the areas that would be most in shade once everything had been assembled.

Once this had dried I painted the surfaces of the steel wheels, idlers and sprockets that would wear on the tracks with Vallejo silver then gave the whole thing a filter using a heavily diluted application of AK Dark Streaking Grime (AK 024). This isn't really what you're supposed to use it for, but it's a great dark green with a touch of brown, and it's all about using what you have for what you can get from it and heavily diluted it was perfect for this scheme. I gave it around 4 applications, drying each layer with a hairdryer between applications. This works well for layering up provided you don't do more than around 5 or 6 without letting it properly cure overnight, otherwise the thinners can cause you problems with the stability of the paint as it needs time to properly dry.

Once the filters were dry I picked out the rivets and some other highlights with the base-colour. There was no need to lighten it, the filters had already darkened the colour so much that the re-application of the base-colour was a good contrast. When the details were dry I added another 5 or so applications of the filter.

At this point you are probably asking 'Why so many filters? Why not just give it a couple of heavy washes?' The effect I was looking for was a deep but very even patina on the model. This gives great depth to the finish, the more translucent the layer you add, the more this is enhanced. Conversely the more opaque the layers you add, the flatter the finish. As the model would not be chipped or rusted, I wanted to add as much visual interest as I could to the basic single colour scheme.

Once all that had cured again, I re-masked the fender line and started applying the pigments for the mud. I like to build pigments up in dry layers that mimic the way small lumps and particles of the real stuff build up on a surface. To do this I position the model so the surface I want to work on is flat, face up, and load a big soft brush with dry pigment; then tap the brush gently to cause pigment to drop in the model in granular layers. I build it up until it looks how I want, and build it up in more specific areas with a little amount on the end of a toothpick. Once I have it how I want it I use AK Pigment Fixer on a fine tipped brush and just touch it to edges, letting the huge absorbency of the pigments, and capillary action draw the fixer into the pigments. I let this dry then selectively added a bit more here and there until I was happy.

In the meantime I painted the tracks off the model. I started by base-coating in a mix of Tamiya acrylic Flat Black (XF-1), Flat White (XF-2) and Aluminium (XF-16) to get the manganese colour seen in period pictures. To tone this down, I gave them several coats of AK Dark Brown Wash. Next I added pigments to the recesses in the track face, and to the edges of the track sides, with a little between the guide horns. I left the areas where they would meet the roadwheel, Idler and sprocket surfaces clear of pigments.

At this point I also painted details like the MGs, flags and hatch pads, as well as applying the decals. These went on very well indeed with a touch of Mr. Mark softener. ▶

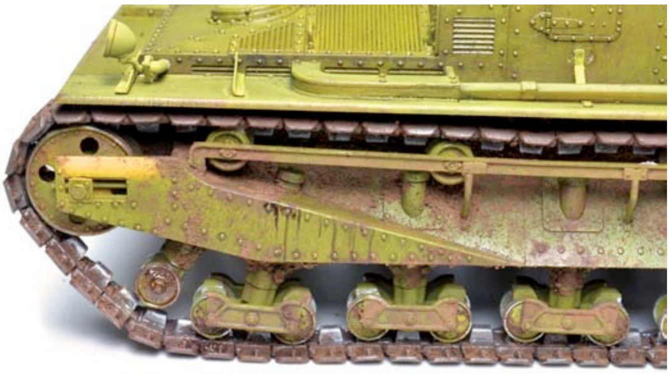
The underside of the fenders was pre-shaded before I added more pigments.

Then the fenders, and missing details were attached.

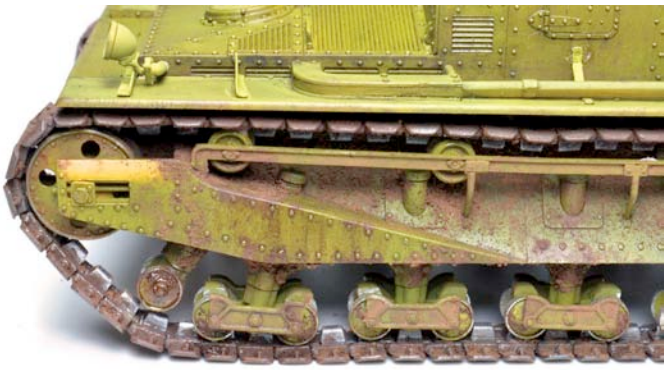
Pigment
FIXER
AK

More pigments were added in areas that had not yet received them, and fixed with AK pigment fixer.

AK fresh mud enamel effects were used to add dark colour for wet mud to vary the look and effects.



More was added neat for streaking/runs.



Then a clean brush dampened with thinners was used with light strokes to streak the enamel and blend it in.

◀ The final stage of preparation for assembling the running gear was to add pigments to the undersides of the fenders in the same way it was added to the areas behind the tracks. When the pigments were dry I used AK Damp Earth effects to add dampened darker areas to the mud and muddy streaks on the running gear.

Once all these elements were dried I assembled the final parts of the model including tracks, fenders and the headlights (painted off the model). When these were in place I repeated the pigment steps on other areas on the model to tie it all in. Once those pigments were dry I gave the model another few filters, this time dark brown, and finished it off with a few applications of AK Filter for NATO Tanks and a dark pin wash. While these were drying I used a clean sharp brush to 'pull' at some of these wash applications to create some faint streaking.

FINISHING OFF

The final elements I added were a superb figure from Passion Models, sculpted by Masahiro Doi, and a simple 'Exercise Range' base.

The figure is fantastic, but sadly I had to swap the head. The Vickers Medium Mk.I was only used by the RTR and the Passion Models head is wearing a specific Cavalry Regiment style side cap. I searched and searched but could only find these regiments equipped with armoured cars or Vickers light tanks in the interwar period so I swapped it for a Hornet head with period large beret, and painted the figure in the distinctive black overalls of the Interwar Royal Tank Regiment.

The base was made with a wooden base topped with carved foam for a slight incline. To get a gritty, muddy base I mixed the same pigment I used on the tank with play sand and artist's acrylic medium, and a little water to make it easier to apply, and spread it on the foam. The advantage over plaster is that if this cracks it will still be an earth colour showing. I moved it around a little while still damp to get a good fit with the tank's tracks and to show some earth sloughed off the tracks as the tank moves. Then when all this was dry I added some tufts of model grass and painted the rest of the base black grey to pull the focus onto the tank and figure.

CONCLUSION

I was somewhat disappointed with the quality of engineering and fit in the kit, but detail is there and it is so great to have a Vickers medium in plastic. It can be built with some work and looks good when finished. Overall a satisfying if not quite a relaxing project! ■

Mini Modelspec

Hobby Boss 1:35 Vickers Medium Mk. I Kit No. 83878

- ✓ High level of detail; welcome subject.
- ✗ Somewhat disappointed with the quality of engineering and fit in the kit.

Available from

Hobby Boss Kits are available from Creative Models Limited www.creativemodels.co.uk

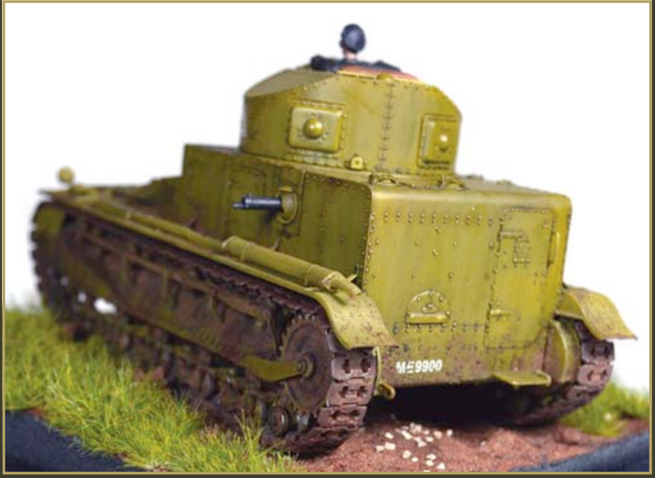
Rating ●●●●●●●◐○○

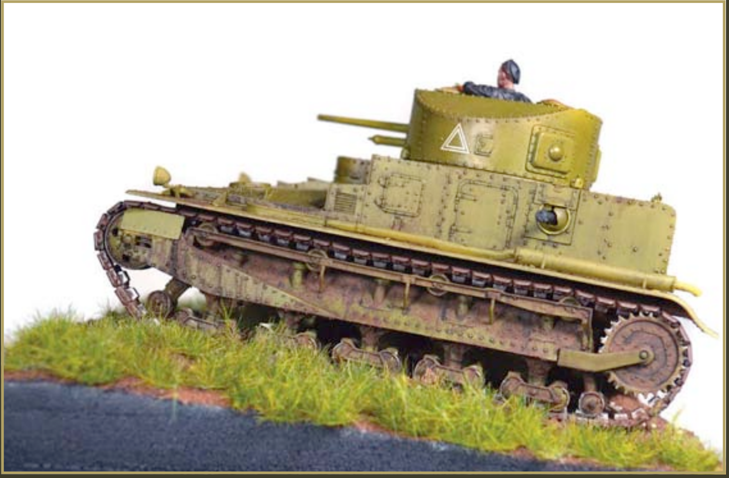
AK
FRESH MUD

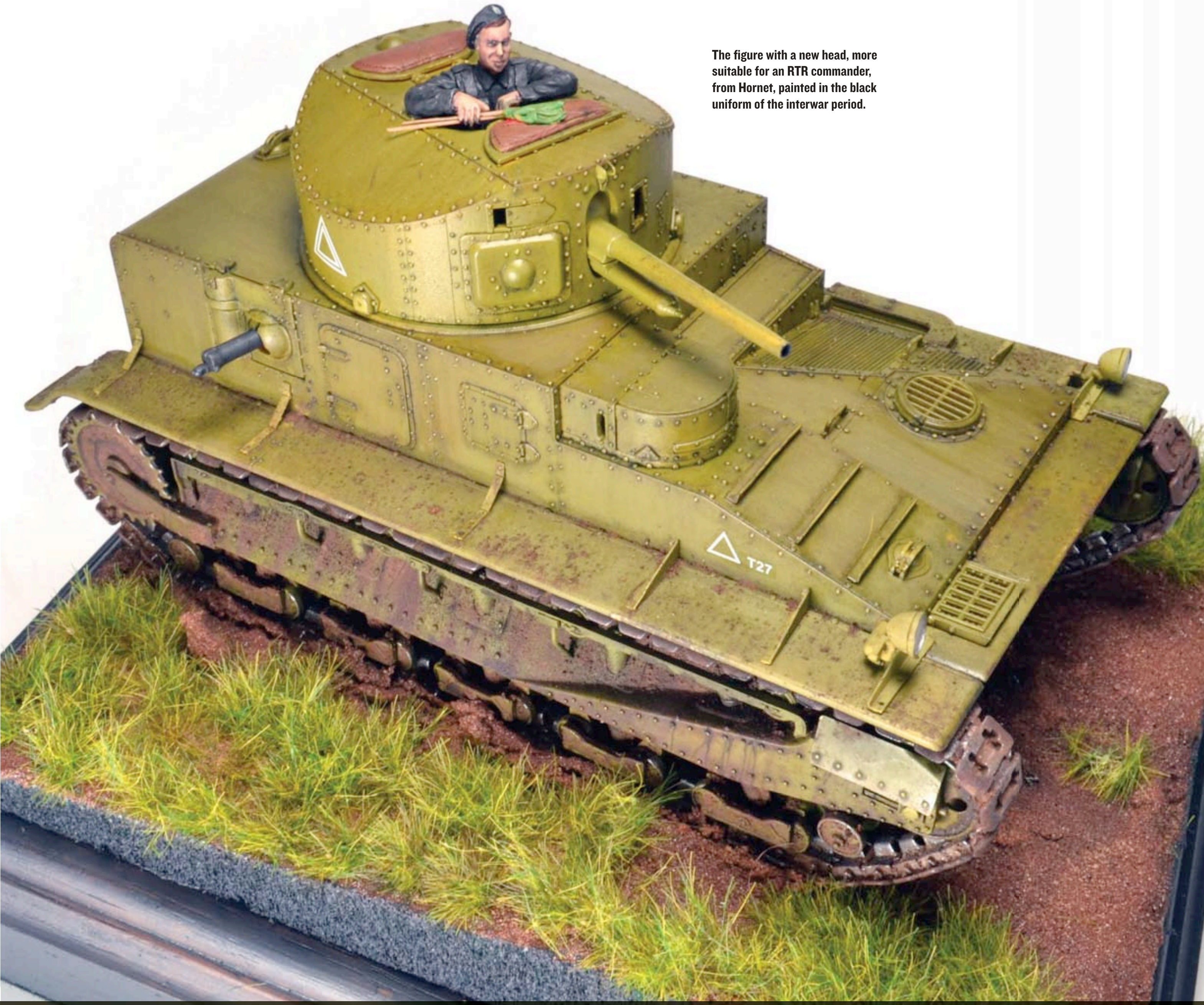
Here you can see the variation in colours in the mud, and the effects achieved.

Nato Tanks
FILTERS
AK

AK NATO filter was used to add a warm brown tone to the model and unify the various effects.







The figure with a new head, more suitable for an RTR commander, from Hornet, painted in the black uniform of the interwar period.

TALES FROM THE CRYPT

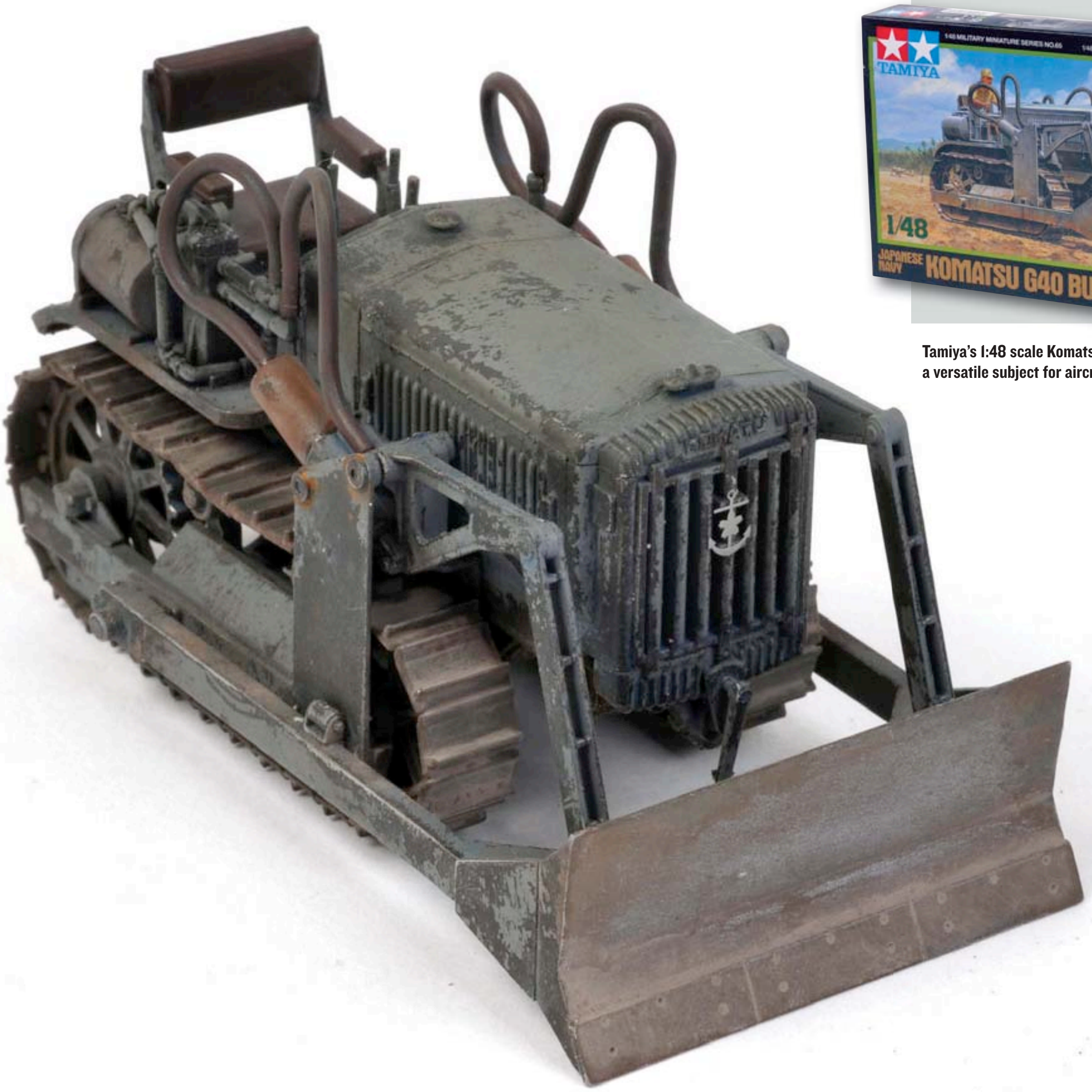
Tamiya 1:48 Japanese Navy Komatsu G40 Bulldozer • Kit No. 32565

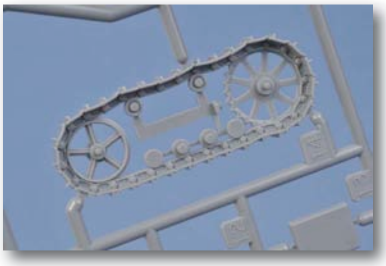
PUSHING DIRT IN TINY TOWN

Back in 2010, **the Editor** built the then-new 1:48 scale Japanese Navy Komatsu G40 Bulldozer.

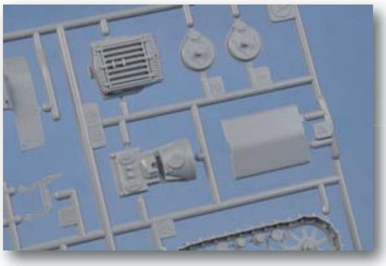
TAMIYA
1/48
JAPANESE NAVY KOMATSU G40 BULLDOZER

Tamiya's 1:48 scale Komatsu G40 Bulldozer will be a versatile subject for aircraft or military settings.





The tracks and running gear are cleverly moulded as a single part per side.



Moulding quality is perfect and detail is very good, as you would expect from a new Tamiya kit.

A seated driver figure is provided with the kit.

In addition to waterslide decals, Tamiya supplies self-adhesive metallic transfers.

At the beginning of the Pacific war, Japanese Imperial forces came across American bulldozers on captured airfields. Until this point, Japanese airfields had been built solely using manual labour, so the bulldozer was a revelation. The Imperial Japanese Navy placed an order for the industrial manufacturer Komatsu to produce a bulldozer in December 1942. Komatsu based their bulldozer design on the existing G40 farm tractor with the addition of a hydraulic dozer blade.

This first Japanese bulldozer was produced from January 1943 until the end of the war, and was used in the North and South Pacific. The G40 Bulldozer was also used extensively in the post-war reconstruction of Japan. Around 150 Komatsu G40 bulldozers were eventually built.

TAMIYA'S 1:48 SCALE G40 BULLDOZER IN THE BOX

I was surprised to see the announcement of a Komatsu G40 Bulldozer by Tamiya in 1:48 scale. It is an unusual subject, but undoubtedly versatile as it may be used in military, airfield or even civil settings.

Tamiya's 1:48 scale Komatsu G40 Bulldozer is a compact model supplied in 53 parts on two grey plastic sprues. Moulding quality is excellent, with any ejector pin circles limited to areas where they will be hidden on the completed model. I was particularly impressed by the tracks and running gear, which are moulded quite convincingly as a single piece for each side.

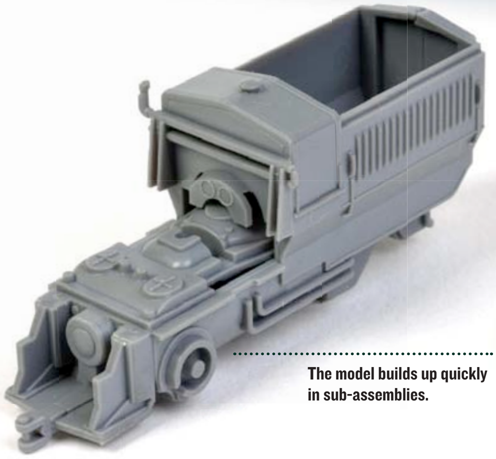
In fact, engineering is cleverly done overall. It is quite possible – even preferable – to build the model in sub-assemblies that may be painted and weathered prior to final construction.

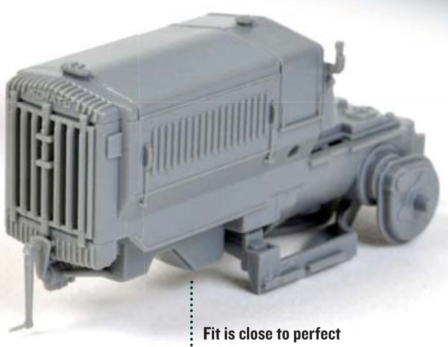
A small decal sheet plus a set of self-adhesive metal transfers are also included.

IDIOT PROOF.... RIGHT?

If you are looking for a refreshing light sorbet after a heavy course of complex conversion or scratch building, Tamiya's 1:48 scale G40 Bulldozer will be just the ticket. I started cutting parts off the sprue around sitting in front of television at 8:30pm on a Friday night. By 11:00pm I had the model in sub-assemblies and ready for paint.

Having said that, I probably should have been paying a little more attention to the instructions and less to the television. At one ▶

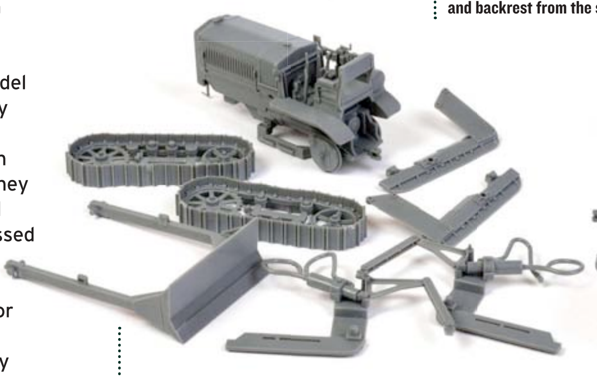

The model builds up quickly in sub-assemblies.

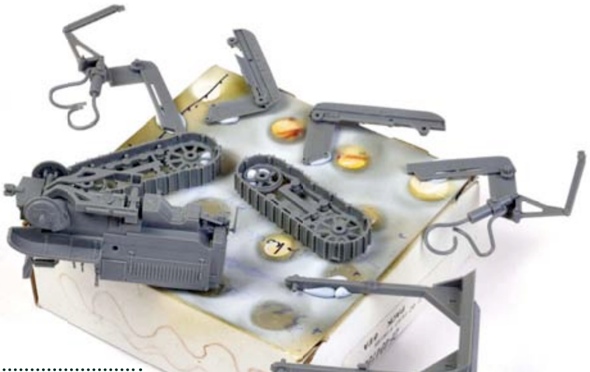

Fit is close to perfect for all parts.

I managed to glue the driver's seat facing backwards.

The glue was firmly set by the time I realised my mistake, so I cut the arms and backrest from the seat cushion.

Now nobody will ever know...


The model was built up into these eight sub-assemblies.


The sub-assemblies were temporarily attached to a small cardboard box to make handling easier during painting.

The parts were first coated with Tamiya's grey primer, straight from the can.

The next coat was a dark rust shade, mixed from Tamiya acrylic XF-10 Flat Brown and XF-1 Flat Black.

TALES FROM THE CRYPT

Tamiya 1:48 Japanese Navy Komatsu G40 Bulldozer • Kit No. 32565

point I rather carelessly managed to install the driver's seat facing backwards. I did not realise my mistake until I tried to fit the seat and rear mudguard assembly to the body of the tractor. Unless I was satisfied to keep this new configuration as a rear-gunner's position, I had to correct the problem. Unfortunately, the glue was thoroughly set, so I had to carefully slice off the armrests and rear cushion at the base of the parts, then re-attach them facing forward.

At the end of my evening of construction I was left with eight sub-assemblies – the main body, the dozer blade, two one-piece tracks and running gear, two sets of hydraulic arms and two side covers.

Overall fit of the parts was superb.

IT'S ALL IN THE PAINTING

After using the hairspray technique for the winter whitewash finish on my Zvezda ISU-152 last month, I wondered if the same method might be relevant for a rusty and heavily chipped bulldozer.

The theory behind the technique is that the hairspray acts as a temporary, water-soluble barrier between the base colour coat and the weathering coat. The application of water and scrubbing should reveal the base coat under a randomly distressed topcoat of weathering.

In this case, the base coat would be the rusty shade, with the camouflage colour painted over the top of a layer of hairspray. First, each of the sub-assemblies was sprayed with Tamiya's Grey Primer straight from the can.

All remaining paint was applied using my Testor Aztek A470 airbrush fitted with the fine tan-coloured tip.

I mixed a dark rust colour from equal portions of Tamiya Acrylic XF-10 Flat Brown and XF-1 Flat Black, which was sprayed over all the sub-assemblies except for the front of the dozer blade. The area surrounding the blade was masked off with Tamiya tape and 3M Frisket film, and sprayed with Tamiya TS-42 Light Gun Metal straight from the can.

Now it was time for the hairspray. This was a different brand from the one I used on the ISU-152, but surely hairspray is hairspray, right? The components were given a generous coat of hairspray and allowed to dry for an hour or so.

Tamiya's instructions call out for XF-75 IJN Grey as the overall colour, but I did not have access to this paint. I used XF-54 Dark Sea Grey instead. Several very light dusting coats were sprayed until the grey shade completely covered the dark rusty brown. The only exceptions were the tracks and the front of the dozer blade. I selectively sprayed the wheels and running gear grey, but left the tracks in their original dark brown shade. I then loaded up the airbrush with a thin mix of Tamiya XF-72 Brown (JGSDF), and sprayed this colour around the inside border of the tracks to represent dried dirt. The same colour was sprayed on the front of the dozer blade.

An hour or so after the paint was applied, an old soft toothbrush and a cut-down fine paintbrush were used to scrub some of the top coat of grey from the various sub-assemblies. The brushes were kept wet to control the amount of paint removed. Reference photos suggested that the side covers were particularly heavily weathered, so these were singled out for special treatment. I found that this time, the paint was much more easily scrubbed away that with the ISU-152. I am not sure if this was due to the different brand of hairspray, or if I applied a heavier coat. I will be experimenting more with the technique in future to find an answer to this question.

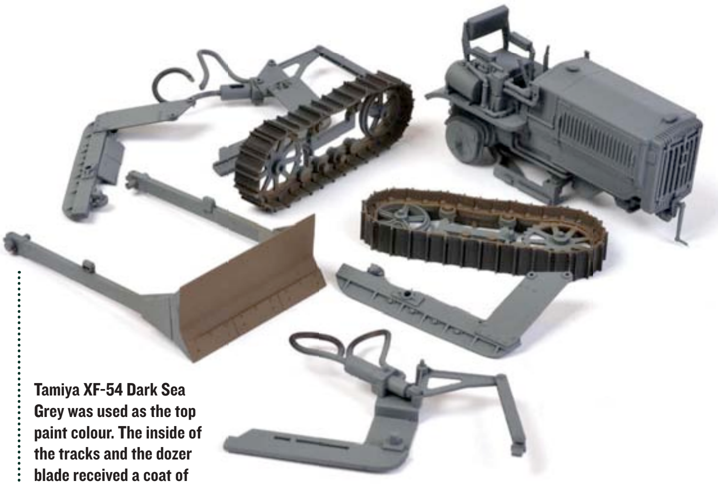
Scrubbing the brown paint off the front of the dozer blade revealed the shiny metal beneath – just the effect I was looking for.

With the painting and basic weathering complete, it was time to pick out some of the details. The hydraulic lines, the seat and the armrests were all painted Tamiya XF-10 Flat Brown, applied with a fine brush. Tamiya Diorama Texture Paint – Soil Effect Dark Earth was brushed onto the lower surfaces and underneath the mudguards. The sub-assemblies were now glued together. Once again, fit was perfect. In fact, the fit of the dozer blade was so good that glue was not required.

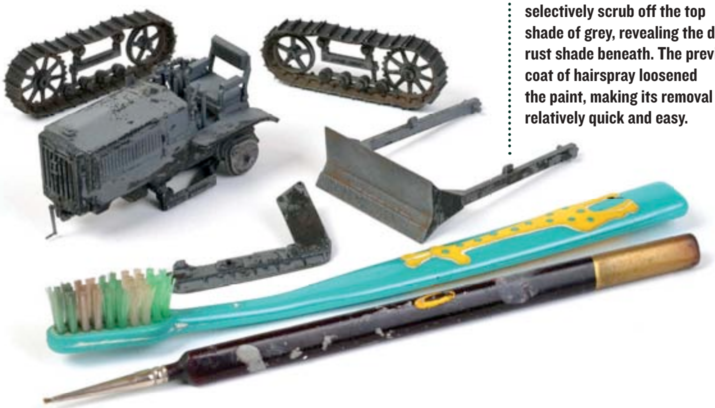
Final weathering started with an overall brushed coat of Sin Industries Blue Filter for Panzer

The rust and metal surfaces were sprayed with hairspray before any further painting. This acts as a soluble barrier between the colours above and below.

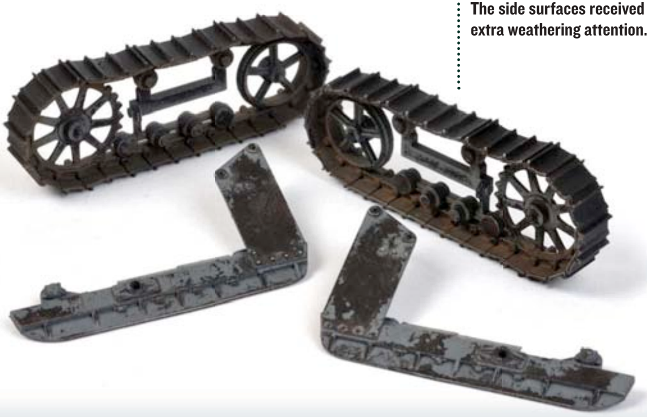
The area surrounding the dozer blade was masked off with Tamiya tape and 3M Frisket film (a handy product for masking large areas) before it was painted a medium metallic shade.



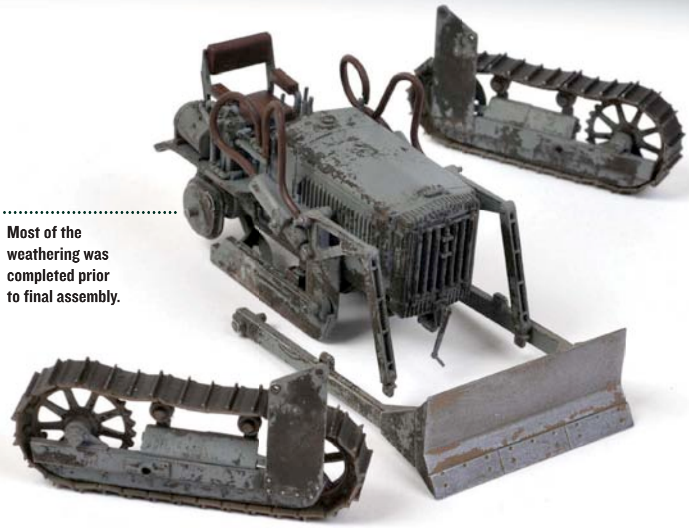
Tamiya XF-54 Dark Sea Grey was used as the top paint colour. The inside of the tracks and the dozer blade received a coat of XF-72 Brown (JGSDF).



A toothbrush and a cut-down fine paintbrush were used to selectively scrub off the top shade of grey, revealing the dark rust shade beneath. The previous coat of hairspray loosened the paint, making its removal relatively quick and easy.



The side surfaces received extra weathering attention.



Most of the weathering was completed prior to final assembly.

Grey. This helped reduce some of the harshness between the rust and the grey top colour. It also left a random deposit of blue pigment on the sides of the body. I quite liked this enigmatic effect, so I decided to leave it in place.

Mig Pigments were used to dust-up the tracks, while tiny quantities of Mig Fresh Rust and Standard Rust pigments were mixed with Standard Rust Effects (a liquid) and applied very selectively around the vehicle. An additional slurry of MiG Pigments was brushed on to the front of the dozer blade, then mostly scrubbed off with a stiff brush when it had dried. The tip of a 2B pencil was run along the edges of some of the surfaces to add some highlights too.

The self-adhesive metal transfer of the IJN anchor was peeled from its backing sheet and carefully applied to the front of the radiator grille. A few anxious minutes were spent trying to jockey the tiny transfer into place with the tip of a hobby knife. Finally, a coat of Gunze Flat Clear was sprayed over the upper surfaces to blend the paintjob.

CONCLUSION

They don't come much easier than this.

Tamiya's 1:48 scale Komatsu G40 Bulldozer is a versatile subject and a very fast build. It will be suitable for military, airfield or civilian dioramas. The scale and the subject suggest that the kit should most obviously to accompany an aircraft, but I think it looks interesting as a standalone model too.

The heavy wear and tear on these vehicles also makes Tamiya's G40 Bulldozer an ideal test bed for trying out new weathering techniques.

This is a well-detailed, cleverly engineered and fun little kit. ■

Modelspec

Tamiya 1:48 Japanese Navy Komatsu G40 Bulldozer. Kit No. 32565

Tools and Materials Used:

Testor Aztek A470 Airbrush with the fine tan-coloured tip
Revell Contacta Cement
Tamiya Extra Thin Liquid Cement

Paints and Weathering:

Tamiya Acrylic Paints: XF-1 Flat Black; XF-10 Flat Brown; XF-54 Dark Sea Grey; XF-72 Brown (JGSDF).
Gunze: H20 Flat Clear
Tamiya Diorama Texture Paint - Soil Effect Dark Earth.
Mig Productions Pigments: Industrial City Dirt P039; Standard Rust P025; Fresh Rust P416
Mig Productions: Standard Rust Effects P411
Sin Industries (Mig) "The Filter": Blue Filter for Panzer Grey P240
Copperplate 2B Pencil
Clairol Professional Final Net Salon Hair Lacquer

✓ Clever engineering; versatile subject; excellent surface detail; perfect fit.

✗ None worth mentioning.

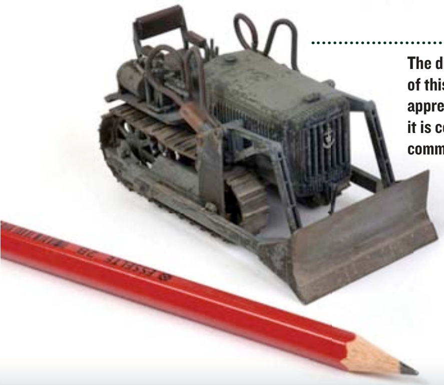
Available from

All good model shops Worldwide.
Tamiya is distributed in the UK by The Hobby Company Limited www.hobbyco.net

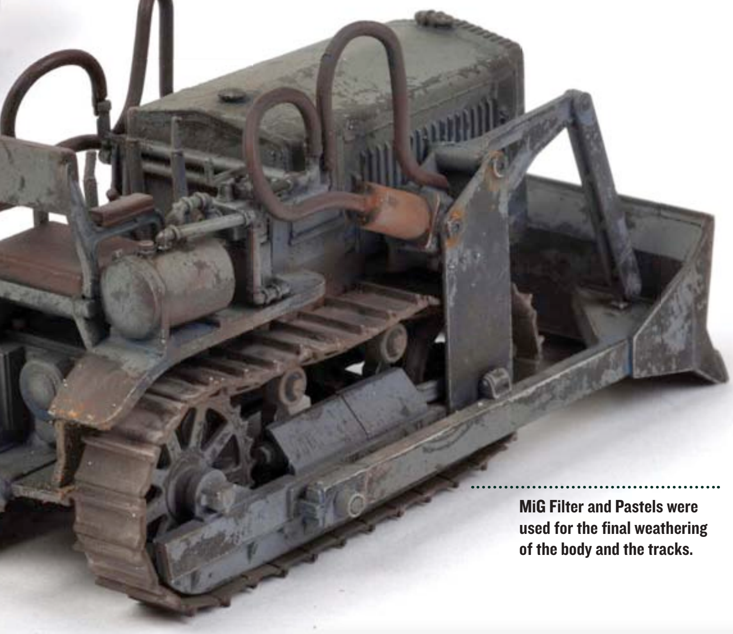
Rating ●●●●●●●●●○

The soil coloured paint on the front of the dozer blade was also partially scrubbed off, this time to reveal the metallic colour of the blade beneath. The model is assembled here, and awaiting final weathering.

The filter left a random residue of blue pigment, which I thought looked interesting on the completed model.



The diminutive size of this model can be appreciated when it is compared to a common 2B pencil.



MiG Filter and Pastels were used for the final weathering of the body and the tracks.

QUEENSLAND MODEL AND HOBBY EXPO 2016

The Editor heads to sunny Brisbane to visit the 2016 Queensland Model and Hobby Expo.

The 21st Queensland Model and Hobby Expo was held at Sports n' Fitness, Redbank - on the weekend of 20 and 21 August 2016. This is the second year that the show has been held at this new venue west of Brisbane.

The show generated a great deal of interest with wide press coverage and long queues waiting for the doors to open on the Saturday morning. Over the course of the weekend, there were 1344 adults and 181 children under 12 attending.

President of the organising committee, Rob Williams, was clearly delighted and confirmed that the show will be held at the Redbank venue again in 2017.

QMHE is a co-operative annual venture between local Queensland model clubs, but entries are open to members and the public alike.

Competition Secretary Jonathan McCowan advised that 431 models were entered into competition, including 120 that were pre-registered. Entries came from as far afield as Western Australia and New Zealand.

The winner of Model of the Year was Fiona Gosschalk, 29, of Ipswich with her impressive purple dinosaur. Fiona is QMHE's first female winner of Model of the Year ever in 21 years of competition.

An even greater number of models appeared on club display tables. In addition to the military models present, there were plenty of aircraft, cars, trucks, figures and a growing number of examples from the worlds of wargaming, anime and fantasy.

Plenty of traders were on hand, amongst them Modelnerds, Firestorm Models, Specmodels, Creative Models Australia, Ronnel's Hobbies and many more. The canteen, serving hot food, was doing a roaring trade too.

If you're in Australia anywhere near sunny Queensland in August next year, drop by – it's well worthwhile! ■

QMHE
BEST OF SHOW

BOLT ACTION

The venue was filled with creative club and special interest group displays.

Several demonstrations were underway at the show.

1916
TANKS
2016
COMMEMORATING 100 YEARS
A.M.M.S.

AMMS Queensland fielded a typically impressive display.

MILITARY VEHICLES
BUT
What about
THE MEN

AMMS tables included some interesting WWI relics...

...and some well-made WWI models.

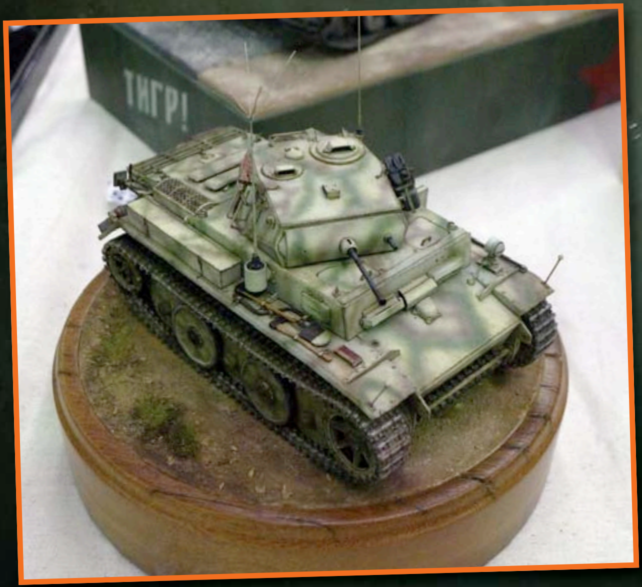
GUNDAM AUSTRALIA
E.F.S.F.
EARTH FEDERATION SPACE FORCE

Gundam and fantasy figures commanded a large display area.

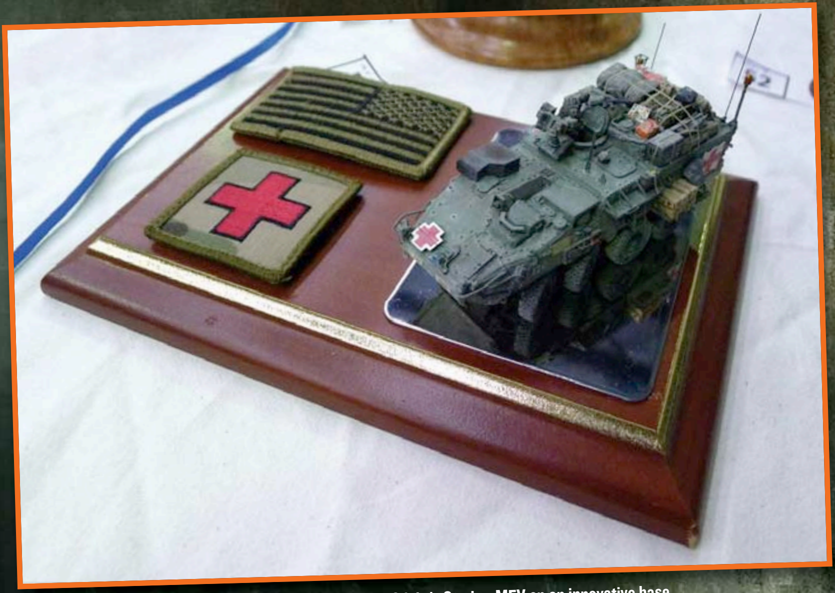
C-54D SKYMASTER

There were plenty of traders on hand.

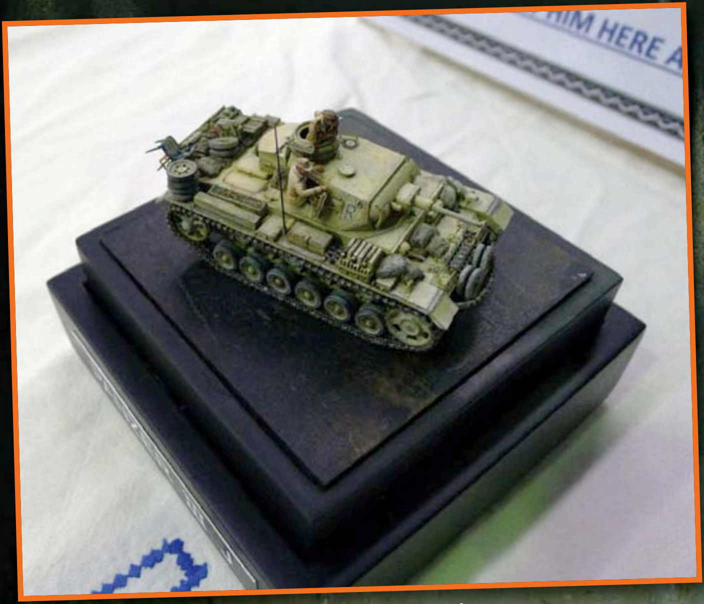
You could even buy yourself a German officer's cap!



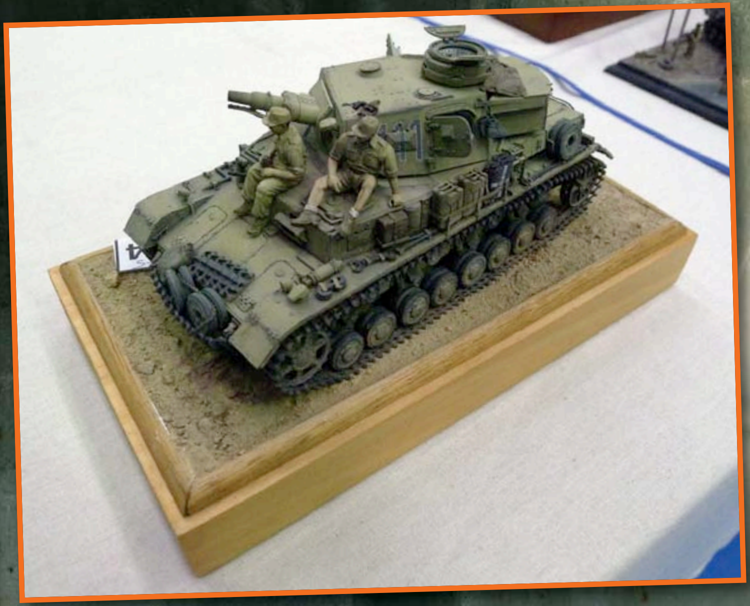
Dan Moore's 1:35 scale Tasca Lynx.



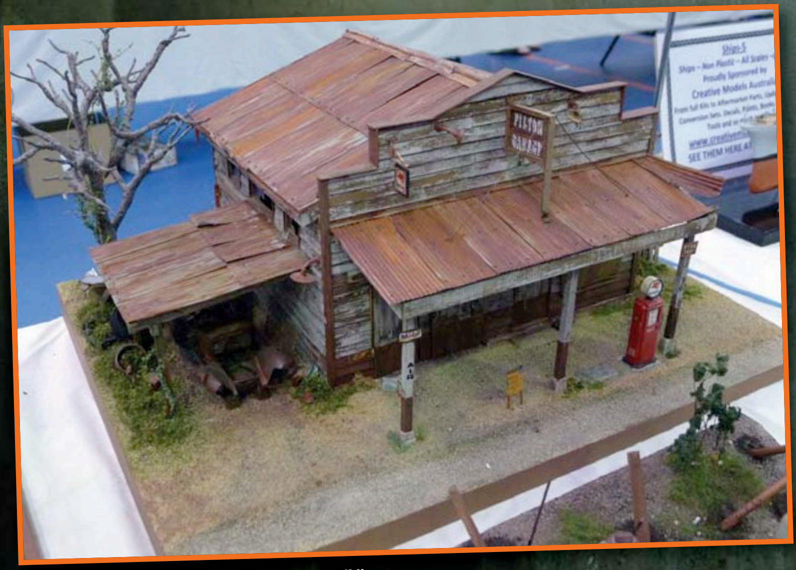
Small scale models put in a great showing. This is Darryll Slight's Stryker MEV on an innovative base.



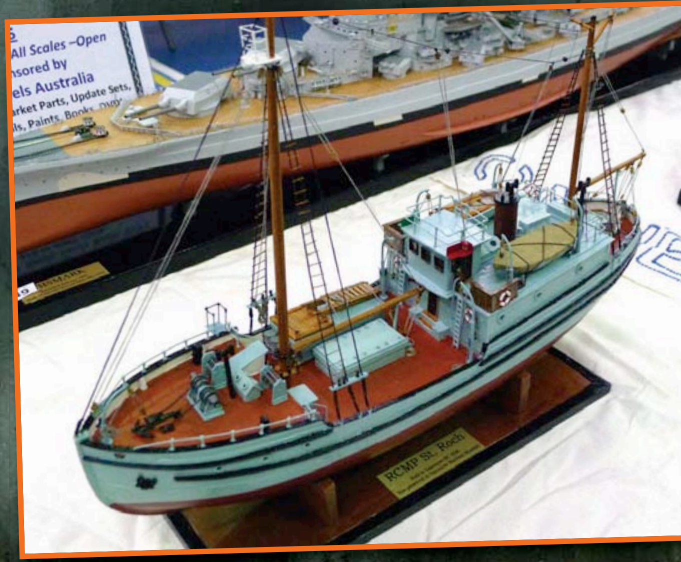
Rob Fraser's super detailed 1:72 scale Afrika Korps Panzer III Ausf. J.



Dragon Panzer IV Ausf. E in 1:35 scale by Mark Erbacher



...plus this large 1:24 scale scratch built garage building.



Billings Boats' 1:72 scale RCMP St Roch by Peter Tarda.

PANZER III J

Cromwell's resin 1:72 scale Tiran 5 by Darryll Slight.

Darryll's kitbashed 1:72 scale ARVN M-41 Bulldog.

فلوجة
Falluja
Baghdad West Interchange

"Gators in Falluja" – 1:72 scale diorama by Darryll Slight.

Barry Blaikie had a number of creative and impressive rusted cars...

An incredible scratch built 1:12 scale Patriot Missile System by Chris Bond.

1:25 scale Sturmtiger Tamiya conversion by Danny Lapthorne.

LET'S GIVE SOME THOUGHT TO THE SMALL RESIN MANUFACTURERS OUT THERE

Let's give some thought to the small resin manufacturers out there. You know, I've been thinking about this a lot lately and I guess what prompted it was my interview with the owner of Tank Mania.

In this day and age very few of us are gainfully employed in anything that could be described as manufacturing. We all seem to go about our daily lives completely oblivious to how or why things are made.

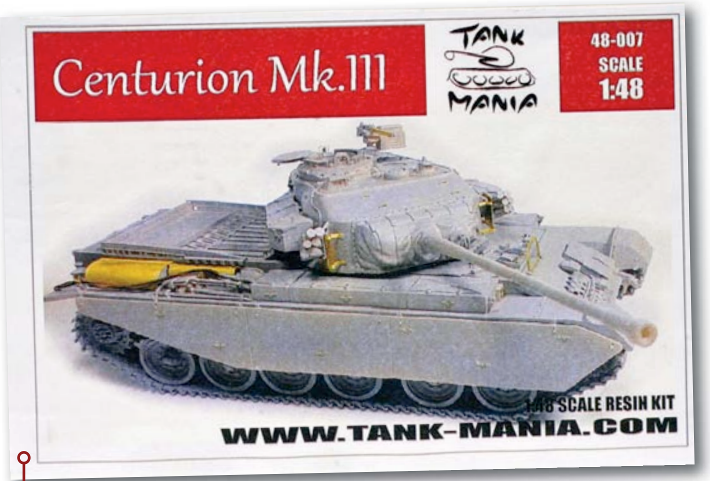
Most manufacturing is now carried out offshore and I won't try to evangelise whether it is right or wrong, but I will say that I am passionate about the subject. I will say, for the sake of charity, "it just is".

I basically got into modelling as a kid because I like to make stuff, anything really. On my desk at work I have a cutaway of a pipe fitting the cutaway is a cross section of the thread and how the male and female sections go together. It is a wonderful thing and I still marvel at the precise engineering and machining that made this part possible. Within the manufacturing process is a term called "opportunity cost". Its definition is "the return of capital had the capital been used for some purpose than its present use". You're probably thinking at this stage "this is just boring" but stick with me here. Now, a lot of you will complain about the overall cost of your current kit but give no thought at all as to how it's made and the money it took to make it. I can see that point of view with a mass market kit but spare a thought for a small one-man resin manufacturer. Now I don't know how much you all earn an hour but let's just say it's $20. To make a high end resin kit from start to finish it takes around 3 hours of casting and packing time so, in a 9 hour working day you could cast, pack and deliver 3 kits. Great, so given the market is price sensitive you can only really charge $100 per kit. So, you're probably thinking that's pretty cool, $300 bucks a day. Well, maybe not. You see, if you pay, yourself a wage so that $300 would be reduced to $120 a day and out of that profit you have to deduct this like power etc. Now that $120 doesn't sound like a lot to me simply, because you have to pay yourself that $20 an hour for 2 or 3 months with no profit (because it will take you that long to the build the master model in the first place). The overall the profit you gain from your said endeavours is next to nothing.

Added to this, any new kit has a limited "wow" factor and the initial flood of orders will quickly fall off forcing you to endure another 2-3 months to produce another master that may or may not be popular. Seems to me this is a really hard way to make a living!

And yet, we modellers will go out of our way to tell anybody who wants to listen that $100 for a resin kit is daylight robbery. Really? I suggest if you have that opinion then you have a go at walking in their shoes. I'm sure you will find you will make more money (with less hassle) in your current job!

Until Next Time
Luke Pitt



TANK MANIA

1:48 SCALE
CENTURION MK. 3
ITEM NO. 48-007

Well it's here and its darned good. The Centurion Mk. 3 is one of my all-time favourite tanks. I was given a second hand 1:25 scale Tamiya kit as a kid and at the time I was impressed with its working suspension, I must have spent hours playing with it. I also liked the idea of white stars on a British tank. Development of the tank began in 1943 and manufacture commenced in January 1945. It first entered combat with the British Army in the Korean War during 1950

Tank Mania's 1:48 scale Centurion Mk.III is presented in a white box with a photo of the unpainted kit adorning the box top lid.

The kit comprises 117 very well cast resin pieces, one photo-etch fret with no fewer than 80 parts, together with a small length of copper wire and a very well printed water slide decal sheet.

The quality of the castings is excellent overall with some very minor marks on some parts that are easily removed. There are quite a few large pour gates on the larger parts, which again are easily removed and don't effect to detail in any way. Detail on all parts is excellent with some weld seams present as well as a nice cast texture on the turret and final drives themselves. Some very finely moulded parts such as separate grab handles are represented on the photo etch fret.

The large lower hull tub has the distinctive angled sides with nice weld beads around the final drive mountings and front plate supports with all other details as separate parts.

The drive sprockets have outstanding details on both sides of the sprockets including the complicated rib, hub and bolt heads. The eight dual return rollers have nice hub details. The road wheels are things of beauty with the inner and outer road wheels having excellent bolt head detail and a small weld seam around the outer edge but miss out on the six lightening holes around the rim itself. The six big bogie units have a large spring trapped between the two support arms with the front and rear bogies also having additional suspension arms. These are particularly good castings and capture the look of these units.

The upper hull is a wonderful one-piece casting and is a marvel to behold. It has almost all of the detail on the casting itself. The turret shell is in just two cast parts. The lower turret ring and the upper turret itself.

The distinctive Centurion turret bins are cast as multiple parts and exhibit excellent definition. The detail on the mantlet cover has excellent contours and includes the canvas seams and the bolted strips around the edges as well as the bulge for the co-axial cover with the metal barrel fitting perfectly into the mantlet opening.

The tracks in this kit are works of art and you could not wish for anything more. They are provided in lengths of five links and individually. I must say that you would be hard pressed to find better tracks in a 1:35 scale kit let alone these in a 1:48 scale one. Included are the full length skirts cast in one piece per side which are attached to the large brackets on the hull sides and these include engraved panel lines between the three skirt segments.

There is one marking choice included and that is for "Abbots Pride" from the 8th Kings Irish Hussars in Korea 1951.

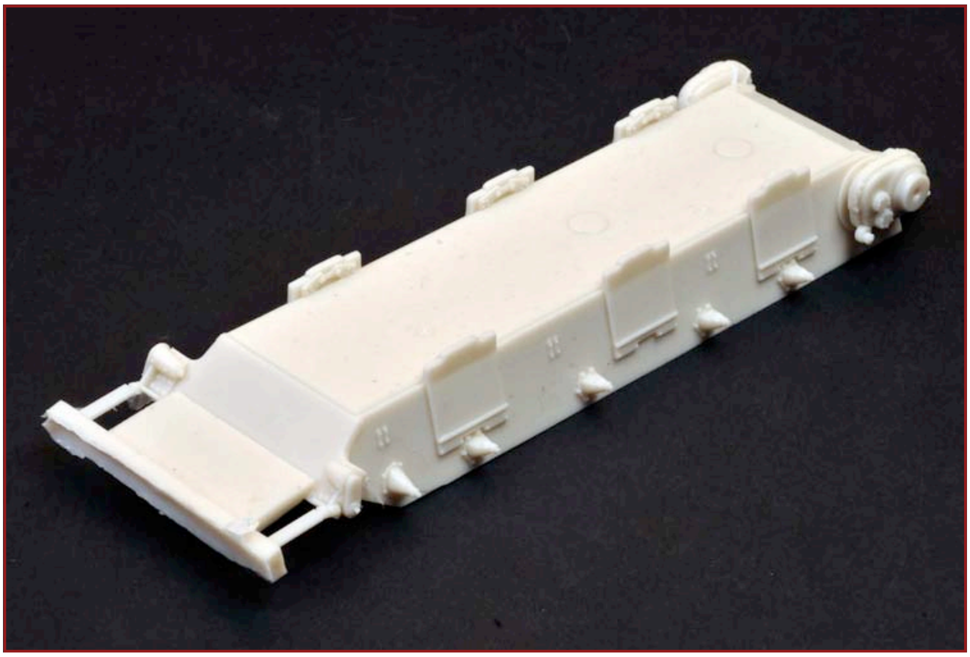
I recommend this kit to anyone and is a first class effort by Pawel Urbanek.

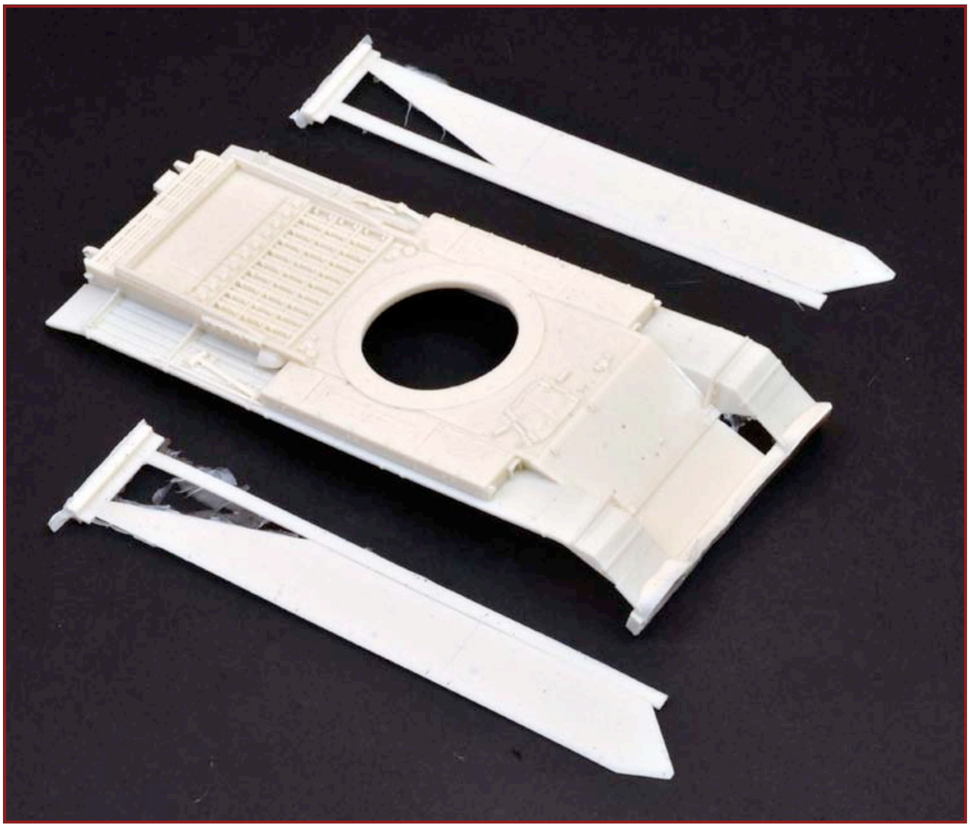
Thanks to Tank Mania for the sample

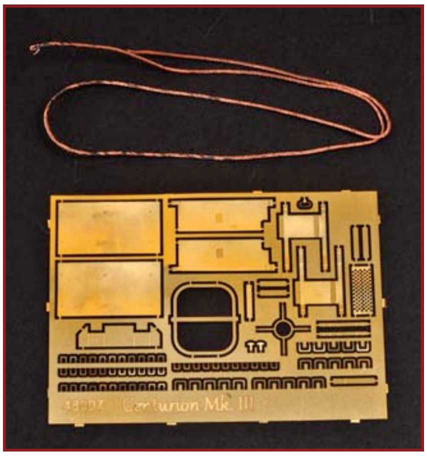
www.tank-mania.com

Luke Pitt

Luke Pitt explores the wonderful world of 1:48 scale models and after market.






Centurion Mk. III

48th 1:48 Scale - A round-up of the latest news and releases

1:48 Scale Q&A with Master Modeller Pawel Urbanek - Owner of Tank Mania

Over the last few years, a small firm by the name of Tank Mania has been making a huge impression in the 1:48 scale armour market. Run by the very talented master modeller Pawel Urbanek, his models not only embody extreme accuracy, but are also easy to make. In this day and age of what I would describe as 'sausage factory" in other scales, it refreshing to see models that embody all the passion and excitement that the hobby used to evoke. Pawel is Polish and 52 years of age. He lives and works in Krakow with his wife and 3 daughters. I admire Pawel's work and it is a great pleasure to interview him this month.

THE INTERVIEW

Luke: Hi Pawel. Great to have you with us this month. Can you tell our readers how Tank- Mania started and what was the motivation behind it?

Pawel: *Hi Luke. I started making models commercially around twenty years ago. In the beginning, I created the masters for others. But as time went by I had the urge to go out on my own. Around eight years ago I finally took the plunge and started Tank Mania initially with 1:35 scale armour. I then moved to 1:48 scale I have been pleasantly surprised with the sales and general acceptance of my model kits thus far.*

Luke: Can you explain the process from start to finish on how a master model is made?

Pawel: *This a very difficult question Luke! It's very hard to describe. The beginning of the process would be picking a subject that I have an interest in and then working out the shape of the subject in my head. I then trying to visualize the larger shapes into easier elements. And then these elements are again visualized into smaller elements to make them easier to make. In the end all these are put together. But the most important thing for me is the accuracy, fineness and purity of execution of the subject chosen.*

Luke: Interesting way of describing the process Pawel. I know most modellers for instance, tend to visualize the model their working one before it is made. Do you have any special tools to help in the fabrication of these master models?

Pawel: *Yes, we modellers like to visualise don't we! In regard to any special tools, I think the average modeller has more tools than I. Knife, scalpel, scissors, 2-3 round files etc. Nothing special*

Luke: Wow, you remind me so much of a Master Jeweller I worked with when I was an apprentice, he could create anything with just those tools you describe. I note that most of your models include both photo-etch and decals are these produced in house or do you sub contract this work out?

Pawel: *I tend to sub contract out the decals and Photo etch as this is not my main area of expertise. I provide to them the guidelines and drawings of what I want and they do the rest. It just speeds up a very slow process.*

Luke: Do you do all the work yourself or do you have help?

Pawel: *The only help I receive is from my dear wife. She helps with the accounts, postage and packing and as you know this can be an almost full time job. I am blessed to have such a wife. All the master work I do alone.*

Luke: How are you finding the 1:48 scale market compared to, say, 1:35?

Pawel: *Oh, this is the abyss. However, I see growing interest. For many this is "clever scale". large for details and small for storage. I remember twenty years ago I started to do Russian post war models in 1:72. Everyone wondered why. They said to me Pawel there is no market. Today we find ourselves with a flood of models from China in 1:72 and 1:35. For me I see an opportunity for high quality models in 1:48, I find it strange that other manufacturers do not share my vision.*

Luke: Is Tank Mania a full time job for you or only part time?

Pawel: *I do models sixteen hours a day and seven days a week. It is not only a job but a pleasure for me, to be honest I feel lucky to be able to do it.*

Luke: Wow that is commitment! But to be honest with you, I can see the attention to detail you put into your models, it's a rare thing. How long would it take to produce a master model? 6 months a year?

Pawel: *The master model can take up to 3-4 month to complete but later comes the casting, packing etc. These processes take a lot of time individually.*

Luke: How long does it take to cast your pieces?

Pawel: *The casting process itself is a relatively fast process but removing the castings from moulds and packing etc. is fairly laborious. It takes 3-4 hours for one model.*

Luke: I thought that might be the case, I think a lot of modellers give no thought to the amount of time it generally takes to produce a resin model. I imagine also a great deal of time would go into researching the subject chosen, can you tell our readers a little about that process?

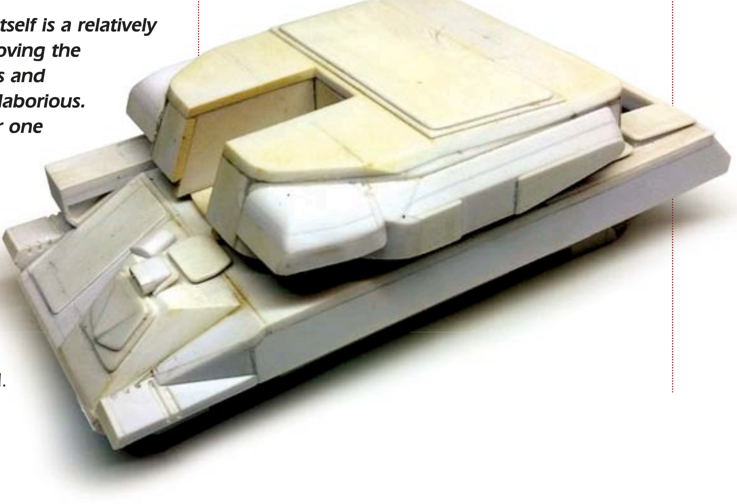
Pawel: *Indeed, I think this is 25% of the time in making a master is taken up with research. Search images, analysing, etc. It's a very time-consuming process. Of course, you can buy an injection 1:35 scale model and reduce the scales. But the duplication of errors can and is problematic. For that reason, I always tend to start with a clean sheet of paper so to speak.*

Luke: It's been great having you with us this month Pawel. One final question can you give our readers any indication of what may be producing in 1:48 scale in the near future?

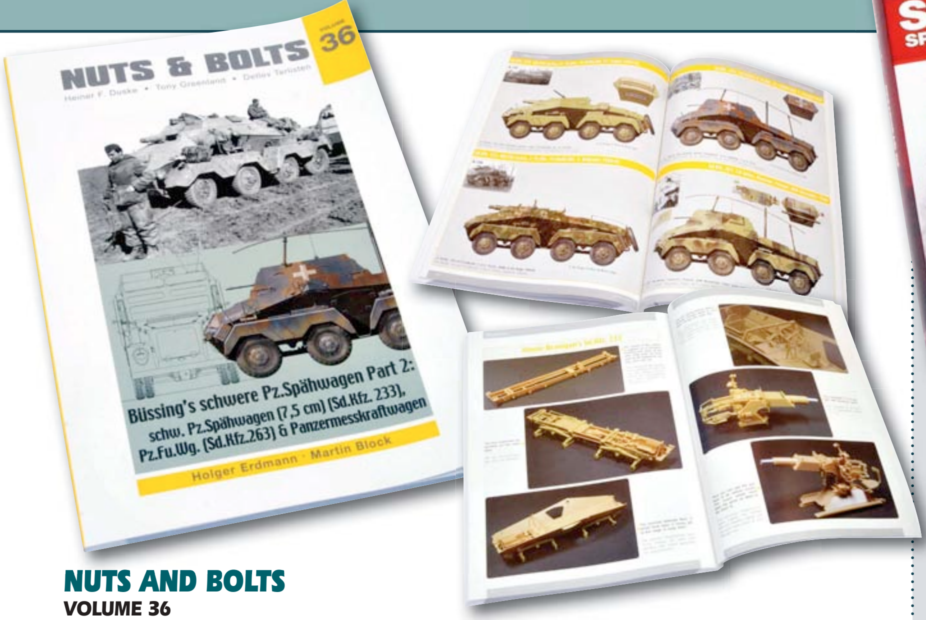
Pawel: *I will definitely continue with Russian post-war subjects but I plan to do American and British subjects as well. I really like rocket launchers and I'm thinking that will be there's more in offer.*

Luke: If you did a Scud B I would beat a path to your door brother! Give some thought to an American M551 Sheridan also, so many options, you could even do the training versions made to look like Russian vehicle.

Pawel: *You may be surprised with what I come up with Luke. Stay tuned.*



Book Reviews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NUTS AND BOLTS

VOLUME 36
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SCHW.PZ. SPAHWAGEN(7.5CM) (SD.KFZ.233) ,
PZ.FU.WG. (SD. KFZ.263) & PANZERMESSKRAFTWAGEN
BY HOLGER ERDMANN AND MARTIN BLOCK

This German publication really needs no introduction. What Nut and Bolts book offer is a one stop reference source for the student, historian and modeller.

This new reference book follows from Volume 35 in the series and is essentially a descriptive account of some of the variations of the early German 8 wheeled armoured car. The book covers 208 pages and is a rare example of a complete history of the types covered and all the details that go along with it.

The book is logically broken down into a number of segmented parts. The first 83 pages are devoted to the development and history of the vehicle in German service This first section is lavishly illustrated with a little over 212 black and white war time photos. Within this section selected subsections discuss the development and technical description, followed by the differences between the different types and production vehicles. A very useful chart describes these changes and modifications and is aimed at the modeller.

The next 14 pages are devoted to very well drawn 1:35 scale plans of all the known versions of the vehicle, John Rue has captured the essence of the vehicle in these drawings. Tweleve colour profile drawings follow over the next 8 pages and are wonderfully executed and presented. Then follows 27 pages of walk around photos from various restored examples. Almost the entire exterior of vehicle is covered to a detailed study of 6 and 8 meter "Kurbelmasts" and Stern-Stab antenna. The last 18 pages are devoted to a number of model builds and are of a very high standard.

In my opinion, this is the best references source I have come across for this particular vehicle. It strikes the right balance between historical fact, photo coverage and high quality colour profiles. This is a great publication and comes highly recommended. Some may be put off by the price but really, if you want one reference source for this vehicle, then this is the one to purchase - no question about it.

Highly Recommended.

Thanks to Nuts & Bolts for the sample http://www.nuts-bolts.de

Luke Pitt

Thomas Anderson
Sturmartillerie
SPEARHEAD OF THE INFANTRY
OSPREY

OSPREY PUBLISHING

STURMARTILLERIE – SPEARHEAD OF THE INFANTRY
BY THOMAS ANDERSON
ISBN: 978 1 4728 1128 8

Historian Thomas Anderson needs no introduction to WWII German military aficionados. His latest book, published by Osprey Publishing, is an exhaustive study of the development and operational history of the German Sturmartillerie.

"Sturmartillerie – Spearhead of the Infantry" comprises 288 pages between its hard covers.

The book is divided logically into seven Chapters:

1. The Birth of the Sturmartillerie
2. Sturmartillerie: Creation and Organisation
3. Assault in France
4. The Balkans and Barbarossa
5. To the Gates of Stalingrad
6. Stalingrad and Beyond
7. Sturmgeschutz: Questioning the Concept

There have been plenty of excellent books that have covered the technical and production details of the Sturmgeschutz, but Mr Anderson focuses on the broader field – as he himself describes it, the epic story of the Sturmartillerie – supported by personal first-hand research and interviews with assault artillery veterans over the years.

The story is told very effectively, with insights into the effectiveness of the theory, the development of tactics and the organization of the Sturmartillerie, and ultimately with an analysis of the entire concept.

The thoroughly readable text is supported throughout with large and well reproduced wartime black and white photos, plus relevant charts and illustrations.

If you are interested in more than just the vehicles, Thomas Anderson's "Sturmartillerie – Spearhead of the Infantry" is an interesting read that will help place the Sturmgeschutz into its historical, tactical and organizational context.

Highly Recommended.

Thanks to Osprey Publishing for the sample
www.ospreypublishing.com

Brett Green

Stalingrad and Beyond 6

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On sale 3rd November, 2016

Gueudecourt
The Somme, 1916

THE RISE OF THE RHOMBOID

Dan Moore finishes Takom's 1:35 scale Takom Mk.I Male in striking camouflage.

SUMMER ON THE STEPPES

Jim Turner converts Tamiya's 1:35 scale Panzer IV Ausf. H into an Ausf. G.

STALIN'S GREEN DEVIL

Pawel Rzymski presents Tamiya's 1:35 scale IS-3.

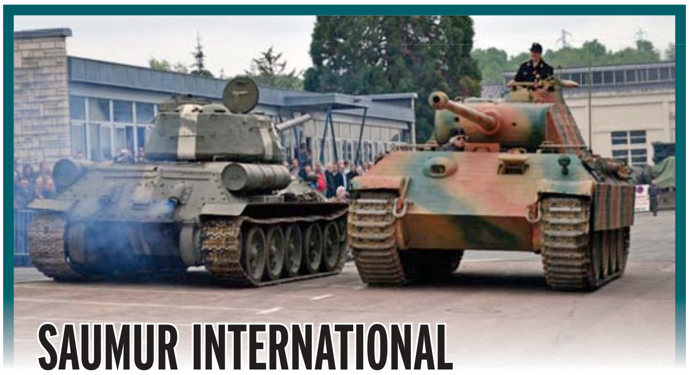
FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



SAUMUR INTERNATIONAL MODELLING EXHIBITION 2016

Pawel Rzymski reports from a model show in a very spectacular setting!

Model MILITARY INTERNATIONAL

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1:35 '39-'45 SERIES
Flakpanzer T-34
Smart Kit
DRAGON

FLAKPANZER BEUTEPANZER

Dragon re-releases a unique and very short-lived Cyberhobby subject – a captured T-34 with Flakpanzer conversion. **Graham Tetley** is pleasantly surprised.

DRAGON 1:35 FLAKPANZER T-34 • KIT NO. 6599

It is well known that the Germans used captured T-34s and one such version was the Flakpanzer conversion fielded by s.Pz.Jg.Abt 653. There are several pictures of these vehicles which appear to be early model T-34s (1941 or 1942 versions) with a 20mm quad Flak gun mounted in a fixed superstructure. It is not known if this was meant to be used in an anti-aircraft or anti-personnel role but whichever (or both) you cannot deny that this machine did exist.

Back in 2009 Dragon released this kit (6569) under its now-defunct Cyberhobby brand. At the time it proved so popular that it sold out almost immediately but I managed to grab one via cyberhobby.com.

Fast-forward to 2016 and it has been released again. So does it still have all of the Cyberhobby goodies included? The simple answer is yes (almost), with a few tweaks.

All of the parts here have been seen before in various other Dragon kits and detail is exceptional throughout. There is no flash at all on any of the parts in my kit, although the Magic Tracks (yes, Magic Tracks in the box – yippee!) have knock-out pin marks that will need cleaning up. Only the turret armour was new, as was the etched fret, when it was first released and both are included here. Of the 508 parts in the kit, 275 are unused which does seem a waste – after all you are paying for this waste in the asking price. One option that I like is that you get alternate rear engine decks – one is molded solid and the other is not, thus allowing you to add some of the provided etched parts for greater realism.

Fortunately I am able to compare the original kit with this one and the differences are:

a) There is an extra etched fret, MB, that gives re-sized parts that mount the superstructure to the hull.

b) Less ammo stowage – 6569 came with two 'H' sprues but only one is given here.

c) For the side stowage locker, 6569 gave a one piece part on Sprue 'C' that is detailed with parts on the etched fret. On this kit, we get a full Sprue 'R' that provides a multi-piece stowage locker. Whilst the etched parts are on the fret, they are not called out in the instructions.

d) 6599 gives us a Sprue 'J' containing a Notek light. This replaces the standard T-34 light and clear lens parts in the Cyberhobby release. Strangely, the photos of this vehicle on the internet show the Notek light fitted so this re-box may be more accurate.

e) Not shown on the parts list is a Sprue 'E' so if you want to add any tie-down loops, here you go.

CONSTRUCTION

The instructions are fairly clear but, as usual, take your time and study the various sub-assemblies before starting construction. We kick off with the lower hull that includes good representations of the inner spring detail. I would recommend leaving the idler mount Parts A6 free until you put the tracks on as this will allow you to get the correct tension.

If you use the etched screen for rear deck then there is some surgery required to the hull to get the etched parts to fit. The improvement in detail is, in my view, well worth it though.

At the hull rear we get etched and plastic parts to construct the frames for holding the 20mm ammo boxes, of which only four are provided in the kit. Either source alternatives or fill the racks with other stowage.

The Flak is very nicely detailed and simply slots into the new parts provided for the superstructure, which itself comes with some very fine weld detail and the side benefit from Dragon's 'Razor Edge' technology.

Unsurprisingly, markings are only provided for one vehicle which comes in the usual 3-tone camouflage.

CONCLUSION

Overall I am pleasantly surprised with what is in the box here. If you missed out on the original Cyberhobby release then this is your chance to grab it again with no shortcuts made by Dragon. It looks like they have used some new research to provide new bits and whilst it would have been good to have more ammo stowage it is not a deal breaker for me. The gun would benefit from some etch and new barrels but that is all and does not detract overall from this re-release. I like it, and now I can afford to build my Cyberhobby one!

Highly recommended and it comes with a solid 9/10 from me. ■

Thanks to The Hobby Company Limited for the sample *www.hobbyco.net*

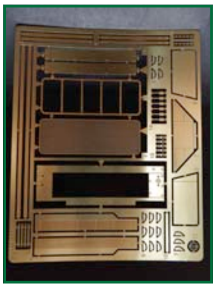
Yeah - Magic Tracks!

Weld detail.

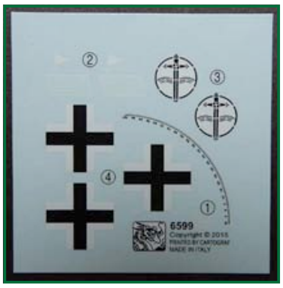
Alternate engine deck parts.

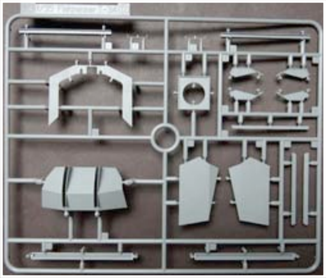
Ammo can detail.

The lovely drive sprockets.


Etched parts.

New, re-sized, superstructure mounts.

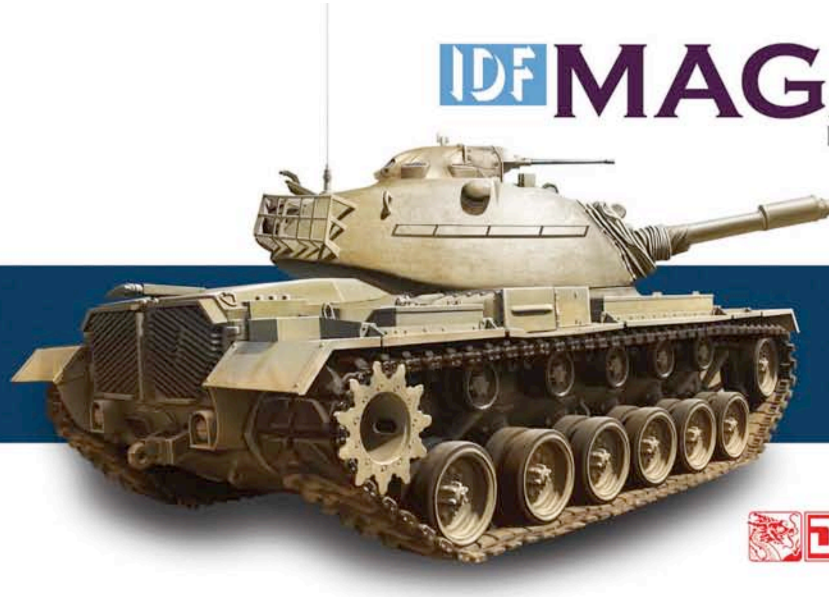

Decal options are sparse.


The superstructure parts

IDF MAGACH 3

MAIN BATTLE TANK

50th ANNIVERSARY
THE SIX-DAY WAR



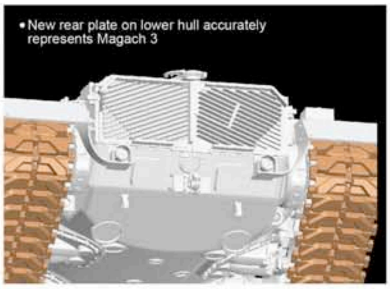
02

MIDDLE EAST WAR SERIES

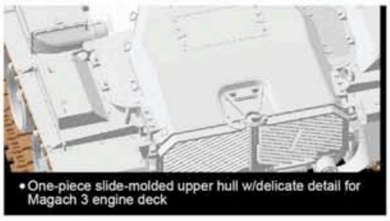
DRAGON 3567

1:35
SCALE

- Newly designed 1/35 scale kit of Magach 3 medium tank of IDF

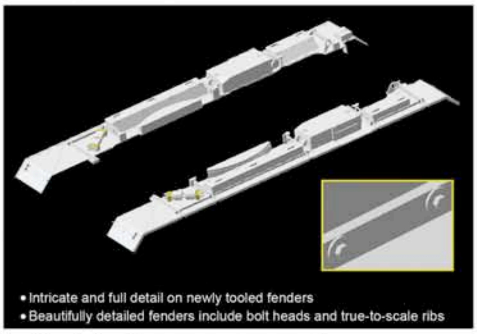


- New rear plate on lower hull accurately represents Magach 3

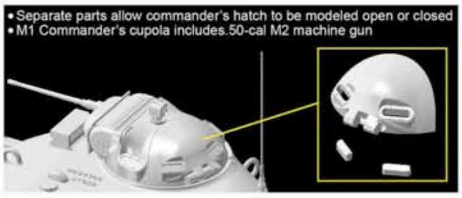


- One-piece slide-molded upper hull w/delicate detail for Magach 3 engine deck

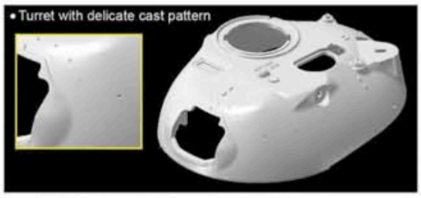
- Tow cables made from metal wire included
- True-to-scale turret stowage basket provided
- 3-directional slide-molded turret for Magach 3 produced as single piece



- Intricate and full detail on newly tooled fenders
- Beautifully detailed fenders include bolt heads and true-to-scale ribs



- Separate parts allow commander's hatch to be modeled open or closed
- M1 Commander's cupola includes.50-cal M2 machine gun

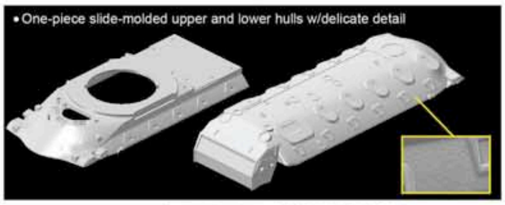


- Turret with delicate cast pattern

- Gun barrel travel lock can be shown in travel or combat modes

- Coincidence rangefinder mounted on turret sides

- Headlights w/subtle detail realistically produced

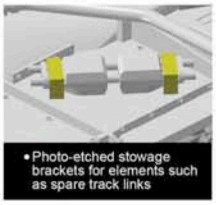


- One-piece slide-molded upper and lower hulls w/delicate detail

- Well-defined ventilator cover on turret rear

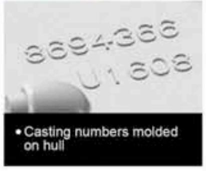
- Rear hull and engine deck produced w/excellent level of detail

- Hull rear w/authentic engine grill and molded-on latch handles



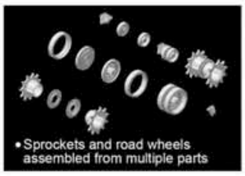
- Photo-etched stowage brackets for elements such as spare track links

- Suspension system formed from multiple parts

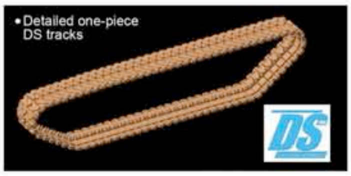


- Casting numbers molded on hull

- Front vision ports including crystal-clear parts



- Sprockets and road wheels assembled from multiple parts



- Detailed one-piece DS tracks

D3567

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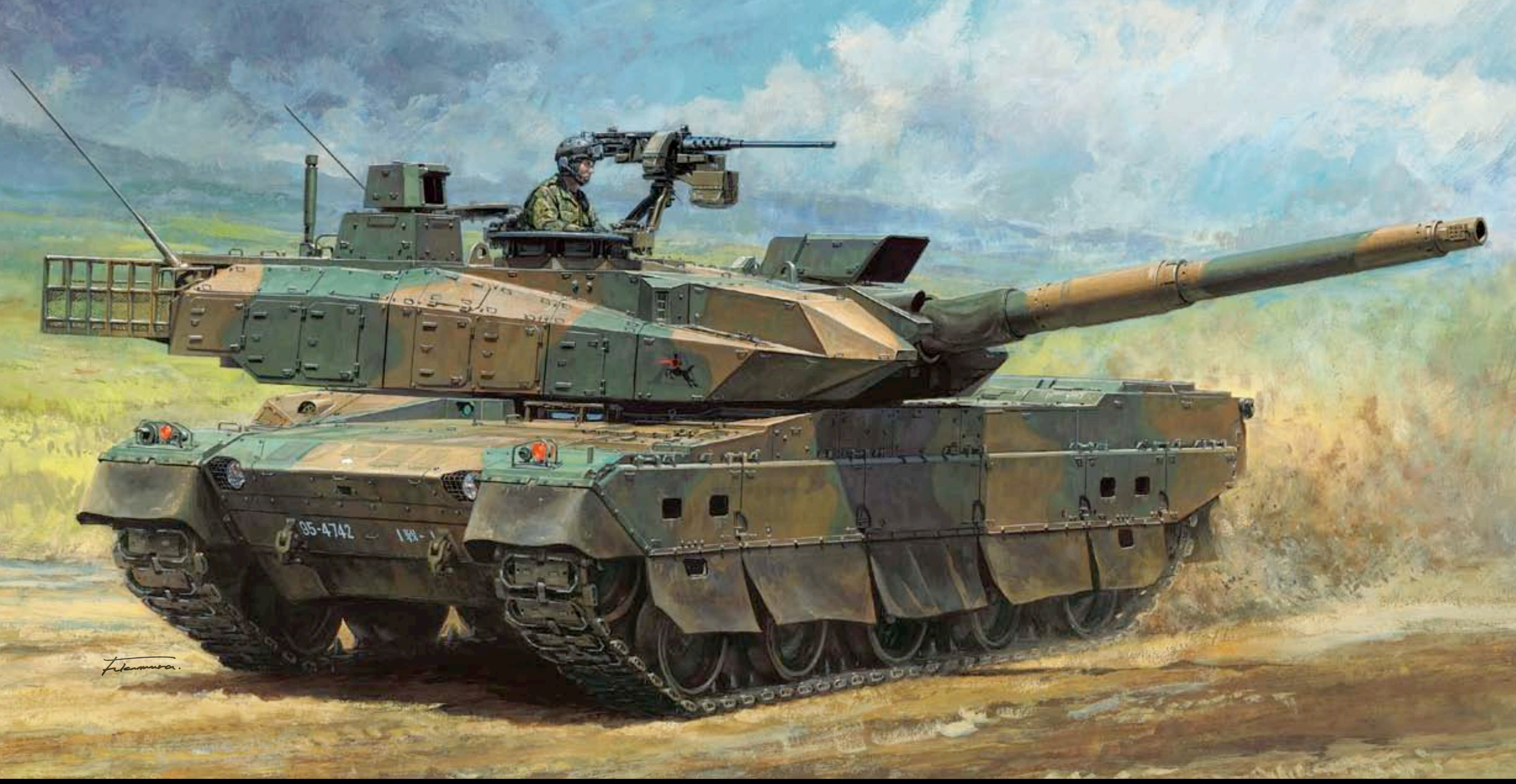
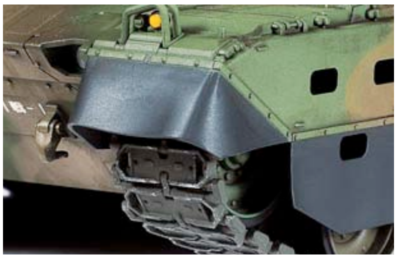


Up-to-Date and in 1/48!

1/48 Military Miniature Series Japan Ground Self Defense Force Type 10 Tank (Item 32588)

Updated spec Type 10 recreated in compact 1/48 scale, with JGSDF cooperation

The 1/48 Military Miniature series has long been a favorite with modelers on account of its cadre of highly-realistic small scale recreations of classic vehicles and figures. Now, it receives its first model of a currently-serving tank – the Japan Ground Self Defense Force (JGSDF) Type 10. This compact masterpiece was designed with extensive access to the actual tank, and includes modifications seen in Type 10s from the C4 lot, which were delivered to units from the second half of 2014 onwards. It expertly renders the Type 10's compact and lightweight form, with breathtaking depictions of features such as the domestically-developed smoothbore 120mm gun and the distinctive modular armor, right down to detail like sensors and cameras. It all adds up to a highly refined and up-to-date model that will be just perfect for your collection.



Front mudguards capture new C4 lot designs.

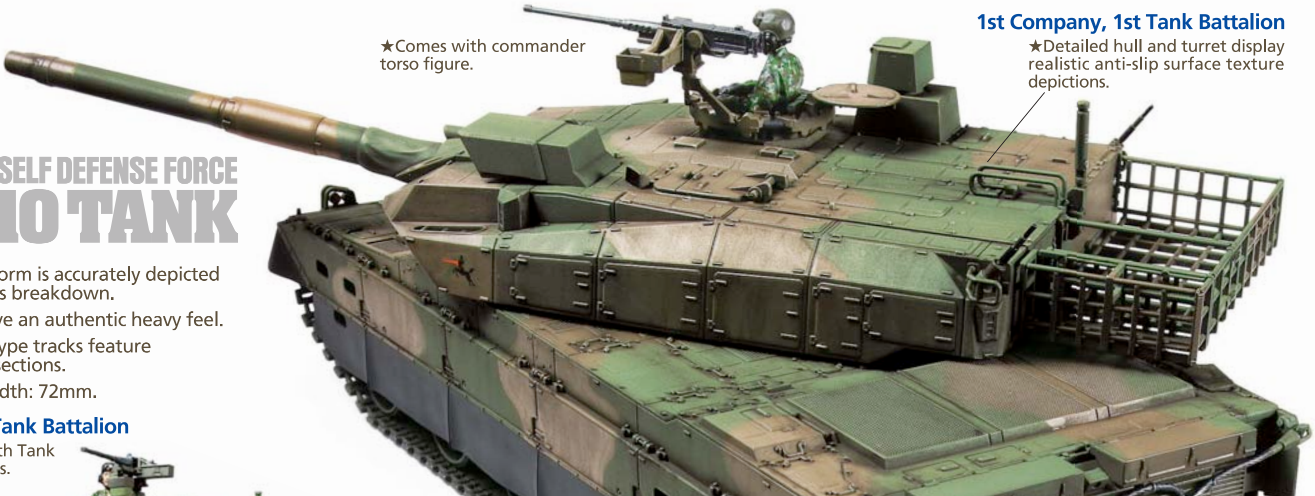
JAPAN GROUND SELF DEFENSE FORCE TYPE 10 TANK

★Type 10's modern form is accurately depicted with an intuitive parts breakdown.

★Weights for hull give an authentic heavy feel.

★Realistic assembly-type tracks feature single-piece straight sections.

★Length: 199mm, width: 72mm.



1st Company, 1st Tank Battalion

★Detailed hull and turret display realistic anti-slip surface texture depictions.

★Comes with commander torso figure.

★Shape of rubber side skirts is accurately rendered in plastic.

★Features updated C4 lot rear storage boxes.

1st Company, 8th Tank Battalion

★Comes with 1st and 8th Tank Battalion marking decals.

TAMIYA, INC. 3-7 ONDAWARA, SURUGA-KU, SHIZUOKA 422-8610 JAPAN

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